REPORT OF OPERATIONS 1971

HIGHWAYS
BUSES
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RAILROADS

NEW JERSEY
DEPARTMENT OF TRANSPORTATION

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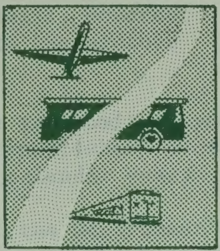
REPORT OF OPERATIONS 1971



HIGHWAYS
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NEW JERSEY
DEPARTMENT OF TRANSPORTATION

JOHN C. KOHL, Commissioner

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STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
TRENTON, N.J. 08625

JOHN C. KOHL
COMMISSIONER

September 1, 1972

Honorable William T. Cahill, Governor
And Members of the State Legislature

It is my pleasure to submit to you this report reviewing the major activities and accomplishments of the Department of Transportation during the 1971 calendar year.

One indication of the Department's ability to meet its increasing responsibilities is the fact that as a result of the work in 1971, all of the funds designated for highway improvements under the 1968 Transportation Bond Issue are expected to be committed to contract in the coming year. This means that in order to continue to carry out the much-needed program of highway improvements, a new source of funds must be found during 1972.

Efforts to press forward with public transportation improvements were hampered by uncertainties over the future of the passenger railroads and the increasingly precarious financial position of bus companies. Despite these uncertainties, the Department was able to maintain essential services and to provide a significant measure of assistance in the form of improved railroad passenger equipment and facilities. As with highways, public transportation projects will require additional funding beyond 1972 if the State's momentum is to be maintained.

This report is intended as an overview of the Department's efforts to respond to three basic concerns--meeting the needs of New Jersey's citizens for mobility, improving safety for travelers and protecting the environment in which we live. Statistical material has been kept to a minimum in this report and additional information will be provided as requested.

Sincerely,

John C. Kohl

John C. Kohl
Commissioner of Transportation

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I. HIGHLIGHTS

For the Department of Transportation, 1971 was a year of significant change and achievement, a year in which commitments were made to new goals, programs were started to reach those goals, and key projects were completed along the way.

While the year before was concerned largely with reviewing and reassessing past accomplishments and placing those accomplishments in perspective with the State's total transportation needs, 1971 moved that work forward toward the goal of meeting the needs.

In virtually every area of endeavor--Administration, Planning, Design and Construction--the Department advanced toward its assigned responsibility of providing for New Jersey an efficient, coordinated network of transportation services.

The following are some of those advances.

The Department is now organized as a transportation agency, not just a highway building unit with miscellaneous secondary interests in other responsibilities.

All of Interstate Route 80 is placed under construction and the Bergen-Passaic Expressway portion of the route is opened to traffic.

The Exclusive Bus Lane to the Lincoln Tunnel successfully completes the demonstration phase and is made operational.

A new bridge over the Cape May Canal is opened to traffic.

The "missing mile" of Interstate Route 95 connecting the northern end of the New Jersey Turnpike with Interstate Route 80 to and from the west is opened to traffic.

The MetroPark railroad station on the Penn Central Main Line in Woodbridge is opened.

All 105 new passenger cars and 23 new locomotives for the Erie Lackawanna Railway's non-electrified lines are placed in service.

Work begins on a new railroad station in Trenton.

II. TRENDS

Transportation trendlines in 1971 were mixed.

Urbanization continued to spread throughout the State. Motor vehicle travel continued to rise. Railroad ridership just about held level and the number of bus riders continued to decline, except on lines assisted by the State.

Here are some of the indicators of the direction in which New Jersey was headed during the year:

POPULATION--Up 1.8 percent, from 7.1 million to 7.3 million, with a continuing shift from urban centers to the suburbs.

LICENSED DRIVERS--A greater reliance on the automobile was reflected in the rate of increase in the number of persons obtaining drivers licenses, up 9 percent over 1970 to 4,471,000.

MOTOR VEHICLE REGISTRATIONS--Up 4.8 percent to 3,976,000, another indication that New Jersey residents were depending more on their automobiles.

GASOLINE CONSUMPTION--Up 4.2 percent, from 3.0 million gallons to 3.1 million gallons, with a resulting increase in gas tax revenues to the State Treasury.

VEHICLE TRAVEL--Up more than 8 percent, from 39.8 million miles to 43.2 million miles over all roads in the State.

TRAFFIC VOLUMES--An average increase of 4.7 percent for all New Jersey roads, with a jump of 12 percent on Interstate highways.

RAILROAD RIDERS--While the number of passengers during peak travel periods appeared to remain nearly constant over the long term, there was an overall decline of 5 percent--not considered significant--with increases in several branch lines.

BUS RIDERS--A continuing decline, exemplified by a nearly 12 percent drop on the largest carrier in the State, but offset by the stabilization of fares and riders on lines assisted by the State.

AVIATION ACTIVITY--Usage of general aviation aircraft appeared to be stabilizing while still decreasing from the 1969 high; aircraft registrations increased slightly.

HIGHWAYS

As additional sections of Interstate routes and freeways are opened to traffic in New Jersey, a familiar trend is the industrial, commercial and residential growth which develops around the highway interchange areas.

Industries move out of urban centers to industrial parks located near interchanges and, at first, workers commute to their jobs. After a time they seek homes closer to work. In anticipation of this migration, housing developers begin residential developments for the workers. Then commercial developers start to build shopping centers to answer the needs of the new suburbanites.

This cycle has been repeated throughout the State with the result that traffic problems have been created not only along roads where the new centers are built but also at highway interchanges which serve them.

Increases in traffic volume for 1971 over 1970, as measured at the more than 200 traffic counting stations operated by the Bureau of Data Resources or other authorities, have been substantial. A growth of 4.7 percent is indicated as the average increase on all New Jersey roads. On the Interstate portion of the system, the increase at the 10 stations where the counts were made indicated an increase of 12 percent. This is a significant increase for this highly urbanized State and should continue as more of the Interstate routes and freeways are opened to traffic.

RAILROADS

The five railroad companies that operate passenger service in New Jersey experienced a ridership decline or stabilization in 1970-71. Total New Jersey railroad ridership decreased by 5 percent--from 87,472 eastbound passengers in 1970 to 83,030 in 1971. While not considered a significant drop, the decrease is a continuation of a trend begun in 1969 and is attributed principally to a slowdown in the economy.

The Central Railroad of New Jersey had the largest overall passenger decrease, 13 percent, and the Penn Central ranked second in ridership decline with a 6 percent loss.

Although the railroads showed an overall decline, ridership increased on branches of two companies. The Erie Lackawanna Railway's Boonton Line and Pascack Valley Line had ridership increases of 10 percent and 2 percent respectively. The South Amboy service of the Penn Central had a 4 percent increase.

BUSES

Passengers on transit and suburban bus lines continued to decline, statewide. As an example, Transport of New Jersey experienced a nearly 12 percent drop in revenue passengers, from 184 million in 1970 to 162 million in 1971.

The exceptions have been those bus lines assisted under the State's program of operating subsidies. The input of State and County funds has halted the spiral of rising costs and rising fares. Because fares remained relatively stable and service levels were reasonably maintained, three subsidized carriers registered increases in ridership: Marathon Bus Lines, 4.3 percent; Mercer Metro, 2 percent; and Atlantic City Transport Co., 1.6 percent.

All other subsidized carriers had passenger decreases lower than that of TNJ, or showed a leveling off in their downward trend. The largest decrease in passengers on subsidized lines was 7.3 percent on Coast Cities Coaches, a highly seasonal operation serving shore points from Long Branch to Asbury Park to Point Pleasant.

AVIATION

Aviation activities during the year lacked an overall trend. At Newark Airport, passenger traffic dropped 6.1 percent to 6 million passengers and freight traffic fell 14 percent, while at Mercer County Airport the number of passengers increased 24 percent to 32,748 and air freight decreased 30 percent.

The number of aircraft registered in the State increased 6.7 percent from 3,130 to 3,341 on June 30. However, projecting the increase of 16 aircraft registrations for the first six months of this year to the end of the year would result in a rise of less than 1 percent for the full year.

The use of general aviation aircraft at some tower-operated airports continued to remain relatively stable after a drop from a peak in 1969. At Mercer County, for example, local and itinerant general aviation traffic dropped from a total of 166,062 operations in 1969 to 134,487 in 1970 to 123,267 in 1971. This represents an annual decrease of 19 percent and 8 percent respectively. Operations at Morristown Airport amounted to 200,000 in 1969, 185,587 in 1970 and 185,274 in 1971, an annual decrease of 7.2 percent and 1.7 percent respectively.

III. FINANCE

WHERE THE MONEY CAME FROM

All New Jerseyans -- not only those who drive their own cars, operate trucks, or commute to work by train or bus -- help pay the cost of mass transit and highway services. In the 1971 fiscal year, funds available to the Department for these purposes amounted to $338.8 million, down $11.5 million, or about three percent under the previous year. The money came from three sources.

State Appropriations--Because of a Constitutional prohibition against dedicating tax revenues for specific uses, all taxes collected by the State, including those paid by highway users, go to the General Fund of the Treasury and the General Fund is the source of appropriations for transportation purposes. A total of $136.2 million came from appropriations during the year. This compared to a total of $122.8 million in the previous year and represented 40 percent of the funds for the Department.

Federal Aid--The Federal Highway Trust Fund provided about

32 percent of the Department's finances--$107.2 million compared to $173.8 million in the previous year from this source. The difference in the amounts is attributed to a special release in 1970 from funds previously withheld by the Federal government. The Trust Fund is comprised of Federal excise tax receipts on motor vehicles, mainly fuel taxes, and is released to the states for highway purposes in accordance with policies set by the Federal Office of Management and Budget and the President.

Bonds--The 1968 Transportation Bond Issue made $95.4 million available for both public transportation and highway capital improvements. This was 28 percent of the total funding, substantially higher than the $55.1 million or 17 percent the year before.

WHERE THE MONEY WENT

The cost of developing, building and maintaining New Jersey's transportation services amounted to $368.8 million in fiscal 1971, including funds carried over from previous years. This was $59.5 million or 19 percent higher than in 1970. The funds were expended for five principal purposes.

Capital Construction--Well over three-fourths of the money, $283.8 million was used for construction of the State and local highway systems and for the improvement of railroad and bus facilities. This compared to $239.4 million the year before. Expenditures for rail and bus improvements rose from $6.9 million to $26.7 million.

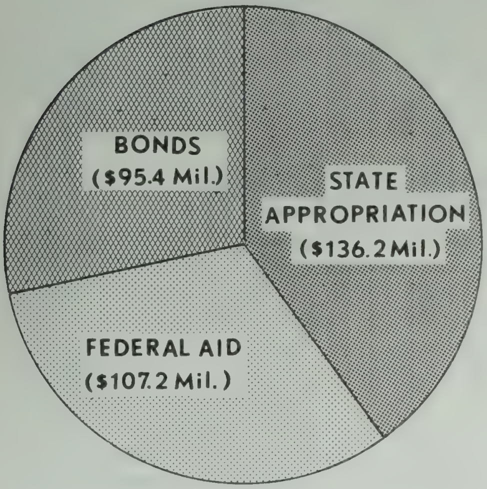
Maintenance and Operations--A total outlay of $70.5 million, up from $59.6 million, was used to maintain the State and local highway systems and to keep essential passenger railroad and bus services in operation. Highway maintenance costs rose to $48.1 million from $43.4 million and mass transit subsidies increased from $16.2 million to $22.4 million.

Administration--About two percent of total expenditures, $7.1 million, covered the costs of operating the Department, including general and financial management, training and information services and data processing.

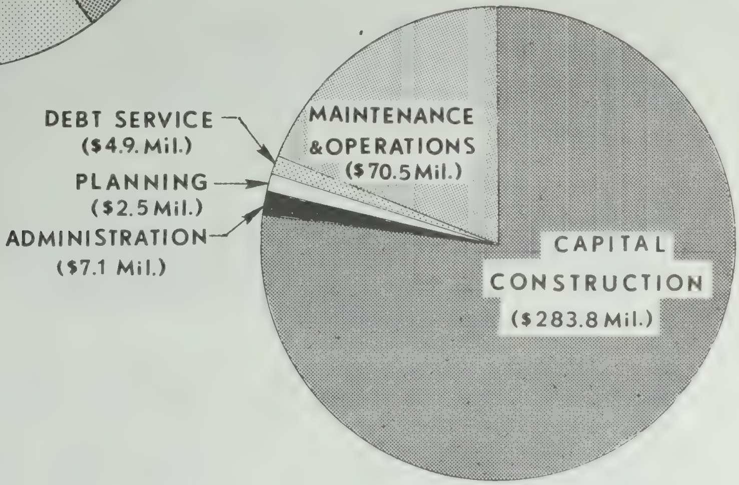
Debt Service--The amount required to retire outstanding bonds increased from $2.8 million to $4.9 million. With the sale of additional bonds from the 1968 Bond Issue authorization, bond indebtedness rose to $307.1 million, including $9.6 million from the 1930 highway bond issue and $297.5 million from the 1968 issue for highways and public transportation.

Planning--$2.5 million was spent for overall planning and research activities as against $2.1 million the previous year.

INCOME



EXPENDITURES



IV. REORGANIZATION

In 1971, meeting New Jersey's transportation needs no longer meant just building highways AND helping railroads and bus companies in distress AND trying to find ways to keep small airports from disappearing. Meeting the needs meant putting all of these activities into one package.

It meant that while the Department planned and built highways it must with the same effort see that public transportation service benefitted; and that while plans and projects were developed for public transportation, the highway user and air traveler also should benefit. It meant, in just two words, that the Department's program must be both comprehensive and coordinated.

This concept had been officially recognized in 1966, when New Jersey became the first State to create a Department of Transportation. The responsibilities for planning and building highways, for improving rail and bus services and for developing an airport program were absorbed into the new Department. However, they remained largely as separate functions.

Highway design engineers, for example, were not called on to design commuter parking lots; accountants handling public transportation financing were assigned to a different division than other accounting services. These and similar divergences in operations were not contributing to the efficiency of the Department.

A COMPREHENSIVE APPROACH

As a result, in 1971 the Department set into motion a far-reaching reorganization to more fully coordinate its internal activities and to develop a more comprehensive approach to improving the various modes of travel. This reorganization was a logical step in the evolution of the Department into a truly integrated transportation agency, a step to improve both the efficiency of operation and to make the Department more responsive to the needs and interests of New Jersey's citizens.

Utilizing the constructive criticism and suggestions of the Governor's Management Commission, which reviewed Departmental operations in 1970, the Commissioner and key staff members in consultation with the Civil Service Commission and the Bureau of the Budget, the Department was restructured along functional lines in mid-1971. Legislation formalizing the changes, which were virtually all accomplished within the authority of the 1966 Transportation Act but involved certain changes in titles of statutory positions, was prepared for consideration by the Legislature.

In the meantime, operating under the new structure, the Department has been able to increase its total output without the typical corresponding increase in total employees. For example, there was a reduction through attrition of 97 clerical positions, and the number of Bureaus in the Division of Personnel was reduced from five to three.

The principal changes involved a strengthening of management through the designation of an Executive Director for the Department and a regrouping of the Department's 5,240 employees into four newly designated areas of operation and administration.

MORE DIRECT CONTROL

The position of Executive Director was created to provide closer and more direct control of the Department's day-to-day operations while at the same time permitting the Commissioner to give greater attention to planning and policy matters which have placed increasing demands on his time. The Assistant Commissioner for Highways was designated as Executive Director, and the Assistant Commissioner for Public Transportation was named Deputy Commissioner.

A principal objective in regrouping the operating and administrative activities was to streamline internal communications, particularly within the engineering area, by the consolidation of supervisory responsibilities. The former areas of operation and administration were Highways, Public Transportation, Planning, Administration and Aeronautics. The reorganization provided four new Divisions: Planning and Research, Engineering and Operations, Fiscal Management, and Employee and Management Services. The Director of Engineering Operations also retained his former title of State Highway Engineer, to comply with various Federal and State requirements in the highway area.

In addition, a new Office of Information Services was added to the Commissioner's staff to develop an early and continuing dialogue with the general public, communities of interest and local agencies of government. To accomplish this, various related functions, including public hearings, public information and community services, were consolidated within the new division.

An extensive redefinition of responsibilities and realignment of units on the division and bureau levels was an integral part of the program. To accomplish it required a major cooperative effort by not only supervisors and administrators but also by employees in the areas of employee and management services and in fiscal affairs. While some adjustments still remain to be worked out, the Department found itself moving forward with new strength and new vigor.

A primary objective, to make the best possible use of the engineering and administrative talents available, was well toward realization. And the Department was on the road to becoming a truly function-oriented transportation organization.

V. MEETING NEEDS

In the Department's efforts to meet the transportation needs of New Jersey, significant progress was made during 1971 in three major areas: planning, construction of facilities and the provision of public transportation services.

A major planning effort resulted in completion of New Jersey's portion of the National Transportation Needs Study, mandated and sponsored by the Federal Government. The objective was to furnish data to the U.S. Department of Transportation for a report to Congress in connection with Federal aid to the States. The report outlined the total transportation needs of the State through 1990.

The information developed for the National Transportation Needs Study was used to initiate the revision and updating of the Department's Master Plan which outlines an integrated transportation program for the State. Three proposals of potentially far-reaching impact were included in the considerations: The Hackensack Meadowlands Sports Complex, a 1976 Bicentennial Exposition and the Delaware Water Gap National Recreation Area.

INTER-AGENCY COOPERATION

In conjunction with the New Jersey Sports and Exposition Authority and local officials, a plan was developed to provide a transportation system to serve the planned sports complex. Also completed was a proposal for a system of highways to serve anticipated traffic which would be generated by development of the Delaware Water Gap National Recreation Area should the Tocks Island dam become a reality. The Department participated, in cooperation with officials of the Philadelphia and Pennsylvania bicentennial agencies, in transportation systems planning for the various sites proposed for a 1976 Bicentennial Exposition.

Inter-agency cooperation through the Governor's Transportation Committee resulted in an agreement to widen the 13.6-mile section of the Garden State Parkway owned by the State between U.S. Routes 1 and 22 in Middlesex and Union Counties. This agreement, between the Department and the New Jersey Highway Authority, is to provide a fourth lane in each direction in this heavily-traveled section, utilizing some $11.8 million of Parkway funds in addition to State funds.

As part of the Department's responsibility to provide for the continued engineering development of all transportation facilities, highway construction and right-of-way plans were readied for advertising on 56 construction projects valued at $217.4 million. Plans were partially completed for an additional 69 projects with a value of $297.2 million. Most of the latter projects will be advertised during 1972.

By adopting a receptive viewpoint toward improvements in construction methods and techniques, the Department has enabled contractors to reduce costs and increase efficiency while maintaining required standards of quality. Huge grading machines, electronically controlled, were used to prepare subgrades for paving. For the first time in the State, a new, large paving train associated with the slip-form method of concrete paving was used to pave a section of Interstate Route 295 in Burlington County. In the slip-form method, the form itself moves with the machinery dispensing the paving material, thereby saving time in resetting forms. Blacktop paving machines also have increased in size and in capability for laying deeper layers of bituminous base course. To match this increase in paving capacity, larger batch mixing plants for the manufacture of blacktop are being built.

HIGHWAY CONSTRUCTION PROGRESS

Highway contracts awarded during the year placed significant mileages of Interstate Routes 80, 280 and 295 under construction and moved these highways well along toward completion.

All of the main line of Route 80 not open to traffic is under construction with a completion deadline of December 1973. With the award of paving contracts for Route 280, the 14.3-mile portion between Route 80 in Parsippany-Troy Hills and the Stickel Bridge in Newark should be open to traffic by Labor Day, 1973. An additional 16 miles of Route 295 is nearing completion in Burlington County, and with the completion of a contract awarded this year to link the freeway with U.S. Route 130, Route 295 will be open from the Delaware Memorial Bridge, Salem County north to U.S. Route 130 in Bordentown, Burlington County.

Another important contract award started contruction of a new Route 7 bridge over the Erie Lackawanna Railway tracks in Kearny to replace the outmoded bridge on which speed and weight restrictions have been imposed for the last two years. The contract for the bridge substructure amounted to more than $14.3 million.

KEY FACILITIES OPENED

Among the major construction contracts completed during the year, two involved important segments of Interstate routes and one was a new bridge. The Department opened the last section of Interstate Route 80 in the eastern part of the State in Paterson around Garret Mountain, thus completing the so-called Bergen-Passaic Expressway. This enables motorists to travel non-stop from the George Washington Bridge westward to Parsippany-Troy Hills, Morris County, a distance of 25.8 miles.

A key segment of Interstate Route 95 was opened to traffic between the northern terminus of the New Jersey Turnpike and Interstate Route 80 in Teaneck. This provides direct access between the Turnpike and Route 80 to and from the west for motorists and commuter buses. It will reduce traffic congestion on U.S. Route 46 and eliminate through traffic from residential streets.

Delays to marine and vehicular traffic have been eliminated with the opening of a new high-level fixed bridge over the Cape May Canal. The $2.3 million structure replaces an old swing-span bridge built in 1942 which had become obsolete. A wider roadway was provided with the new bridge and dangerous curves on the approaches to the old bridge were eliminated.

LAND ACQUIRED

In most instances, before construction can proceed, rights of way must be acquired. During the year, the Right of Way Division completed land acquisition for 158 construction projects, including key segments of Interstate Routes 195, 280 and 287. The 4,100 parcels acquired are valued at $80.3 million.

It is necessary at times to acquire properties which are not needed immediately for construction. In such cases the Department arranges short-term lease rental contracts so that the residents are not required to move for a longer period. Approximately 1,400 agreements of this type were provided.

Before residents move from the path of construction, the Department, through the Right of Way Division, must provide relocation assistance, including suitable replacement housing and moving expenses. Under this program, 2,712 relocation payments and moving reimbursements were made with a total value of nearly $2.8 million.

During 1971, 11 parcels of excess land were sold at public auctions to return $105,400 to the State Treasury. In addition, 56 structures which otherwise would have been demolished at State expense were sold at auction for a net return of $118,265.

MAINTENANCE INCREASES

After the construction of a State highway is completed and the road opened to traffic, the Maintenance Division takes over. Not only is routine patching and "housekeeping" one of this division's responsibilities, but also the resurfacing and rehabilitation of older existing highways under the Department's Betterment Program. Both outside contractors and Department forces are employed to carry on this work.

With an increased appropriation in the 1971-72 betterment budget, Department forces were able to set a new work record for a single season. A total of 160,000 tons of bituminous concrete was placed on 54 projects to resurface 56.9 miles of highways throughout the State. In addition, private contractors rehabilitated 40.9 miles, to make a total of 97.8 miles of the older roads on the State Highway System that were improved.

PUBLIC TRANSPORTATION PROGRAMS

While highway construction and maintenance activities are more visible to the general public, public transportation projects may go unnoticed except by commuters using a particular facility. The Department has sought to carry out a strong program for mass transit by, first, preserving rail and bus services and, second, improving and expanding those services.

This effort has included the rehabilitation of railroad stations and rail passenger cars, construction of new stations and purchase of new coaches and locomotives, refurbishing buses and purchase of buses, financial assistance for operation of railroads and bus lines, preservation of airports and demonstration programs.

STATE AID FOR OPERATIONS

The Commuter Operating Agency is the State's contracting agency for providing railroad and bus capital improvements and State financial support. Since 1961, railroad service contracts have been a prime factor in enabling the suburban commuter rail system to continue its vital role in the State transportation network. Payments to rail carriers under service contracts are computed on the basis of avoidable losses incurred in providing passenger service. The program required $10.1 million in fiscal year 1971 and $12.7 million in fiscal year 1972. The total cost since inception is $101 million.

State financial aid for bus operations is provided on the basis of a determination of actual cost of operations less all revenues from the operation including all other income. The original bus subsidy of $750,000 for fiscal 1970 (with $250,000 additional from counties involved) was extended into fiscal 1971. For fiscal 1972, $1,000,000 was appropriated and counties must participate with 25 percent of any grants approved by the COA. To date 17 bus companies have received a total of $3.2 million in financial aid from the State and the localities which the companies serve.

A demonstration project to find ways to reduce highway congestion and provide better transportation service in the Route 3 corridor, was undertaken from the Lincoln Tunnel west to the interchange of Routes 23, 46 and 80 in Wayne Township, Passaic County. As part of this project, a highway lane was assigned exclusively to buses during the morning peak travel period. This exclusive bus lane has saved some 8.6 million commuters in 206,000 buses about 15 mimutes travel time to New York City.

MASS TRANSIT IMPROVEMENTS

During the year, all 105 new commuter cars and 23 new locomotives purchased for the Erie Lackawanna Railway with $25.9 million from the 1968 Transportation Bond Issue were placed in service.

Approval was received from the U.S. Department of Transportation for a grant to purchase 70 high-speed electric multiple unit commuter cars for use by the Penn Central Railroad. A contract was awarded to the General Electric Company, low bidder, to build the cars. The State's share will be financed by bond funds.

To improve the quality of service on the Central Railroad of New Jersey, the Commuter Operating Agency authorized the carrier to refurbish 52 State-owned passenger cars at State expense.

Two major developments occurred on the mainline of the Penn Central Railroad. The new MetroPark station in Woodbridge Township, Middlesex County, was opened November 11 to serve as a major park-and-ride facility for commuters and long-distance travelers. The parking area provides for approximately 820 cars with sufficient land included in the project to permit expansion to accommodate 1,200 cars.

On December 1, a groundbreaking ceremony marked the start of a major modernization of the Trenton station built in 1907. The Commuter Operating Agency provided $2.2 million of 1968 Transportation Bond Issue funds for the project. The new station is expected to be in operation in July 1973.

AVIATION STUDY STARTED

A feasibility study to find a possible site for STOLport (short takeoff and landing) to serve the northern New Jersey metropolitan area was initiated in cooperation with the Federal Aviation Administration and the Port Authority of New York and New Jersey.

If found to be technically feasible and acceptable to the community in which it would be located, the STOLport would serve the short distance transportation needs of air travelers. It would provide relief for congestion at major airports and integrate air transport with ground modes of transportation to reduce total trip time.

The total cost of the study being made by a consulting firm is $344,619, with the FAA providing $229,746, the Port Authority $100,000 and the State $14,873.

The Director of Aeronautics is organizing a feasibility study for similar facilities in south Jersey.

VI. THE SEARCH FOR SAFETY

Safety and beauty ride hand in hand on modern highways. For when safety is the key concern in building or improving a highway, then a more beautiful highway can be one result. This is no coincidence, but a reflection of the basic aesthetic principle that "form follows function."

Three examples of how the Department's highway designers seek to marry the objective of beauty with the objective of safety are the limited-access highway, the separation of opposing directions of traffic, and the use of grade separations -- bridges and ramps -- where one highway intersects another. The better a highway is designed to serve its purpose of effectively moving traffic, the safer it will be and the better it will look.

EFFORTS VARY

It is on the older, overcrowded State highways, county roads and municipal streets where the Department's search for safety is focused. And while the search does result in safer travel, many of the safety improvements may not be recognized as such because they also serve other purposes. These include non-skid road surfaces, lighting to cover wider areas, sight distance improvements, line painting, ice and snow control and traffic control devices.

The Bureau of Traffic Engineering is responsible for the design and proper operation of all traffic control devices in the State. On the State Highway System, the Bureau determines the need for and designs traffic control signals and signs, and establishes speed, no-passing and no-parking zones. On the county and municipal road systems, the Bureau has broad review powers over all traffic control devices and regulations.

FASTER RESULTS SOUGHT

Priority was given this year to improving relationships between the Department and local governments in the field of traffic engineering. One of several efforts was to minimize the necessary paper work that flows between the Division of Transportation Operations and Local Aid and local governing bodies. Reporting forms were simplified and new certification procedures were established to eliminate or minimize the need for field review and inspections.

Whenever possible without violating good engineering practices, a compromise solution was accepted when a problem approached an impasse. In other instances, temporary or intermediate installations were permitted in cases where a municipality could not obtain right-of-way or funding for permanent improvements. A third approach was to offer new services to local governments when they did not have sufficient staff to do the jobs themselves.

Since traffic operations were consolidated within the Department to include those transferred from the Division of Motor Vehicles, processing time for traffic signal requests has decreased from two years to two months. The time for processing requests for no-passing zones has shrunk from two years to six months, and action on requests for speed zones has been reduced from six to five months.

THE TOPICS PROGRAM

Another area of improved cooperation between the Department and local communities is in the Federally-funded Traffic Operations

Program to Increase Capacity and Safety (TOPICS). This program provides safety improvements which do not require major construction or revision to State highways, county roads and city streets.

Studies started on 10 proposed projects with an estimated value of $1.8 million. This supplemented 15 studies under way at the beginning of the year. In addition, 12 studies are expected to be undertaken in the near future. As a result of completed studies, 16 construction projects with a cost of $4.8 million were scheduled during the year. One of the more significant projects completed was the replacement of inadequate lighting on the Pulaski Skyway.

Two "firsts" in highway safety were accomplished during the year: road surface grooving and a new approach in lighting. Concrete pavement on portions of Routes 31 and 46 in Hunterdon and Morris Counties were longitudinally cut with diamond blade saws to counteract slippery pavement conditions. The grooves, 1/8 inch deep and 5/8 inch apart on the roadway surface, permit water to run off and thus provides for better traction. Accident records indicate a reduction in the rate of accidents.

The first "towers of light" type of roadway illumination was installed at the interchange of Routes 3 and 21 in Clifton. Four 100-foot tall towers distribute more than one million candlepower of light throughout the area to provide more uniform lighting under the most adverse weather conditions. The installation, designed and constructed by Department forces, has been well received by the motoring public and is under consideration for installation at other major interchanges.

BETTER MAINTENANCE FOR SAFETY

Another major safety activity, the maintenance of highways, included patching and resurfacing of pavements and shoulders, repairing and replacing of guard rail, signs, line painting, snow and ice control, and the cleaning and repairing of drainage, ditches and underground drainage structures.

Highway signs are necessary so that traffic can move freely and safely on the highway system. Many types of signs must be fabricated, erected, refurbished and replaced throughout the year. The painting of traffic lines, pedestrian and school crosswalk lines and stop lines at traffic signals also is necessary to properly regulate and safeguard motor vehicle and pedestrian traffic.

The Department maintained 83,000 signs, 27,000 delineators and reflectors, 4,000 mile markers and 109,000 sign posts, and painted 7,165 miles of traffic lines. As a general practice, traffic lines are painted annually, but in the more densely traveled urban areas, the lines must be painted twice a year.

KEEPING HIGHWAYS CLEAR

Not only for safety reasons, but also because the economy of the State depends on the safe and efficient movement of people and goods, it is important that during winter months snow and ice be removed from highways as quickly as possible. The motoring public, trucking and transportation companies depend on the Department to provide a "bare pavement" as soon as possible after every winter storm.

The Department maintains sufficient manpower and equipment to plow normal accumulations of snow and to spread chemicals and abrasives on icy pavements. To clear heavy accumulations, private contractors are called in to supplement Department forces with their manpower and equipment. The Department had 572 pieces of its own equipment and 892 pieces of contractors' equipment available for winter work. During the 1970-71 winter season, 15,431 cubic yards of abrasives, 39,059 tons of salt and 5,470 tons of calcium chloride were used at a cost of $807,000.

HELP FOR STRANDED MOTORISTS

A frequent cause of motorists' concern over safety is not attributable to the highway but to the condition of his vehicle. There are times when vehicles break down, and on the new limited-access freeways it can be difficult and hazardous to get aid.

To provide protection for motorists, the Department designed an emergency call system which will be installed as an experiment next year on a 13-mile portion of Interstate Route 80 between Denville and Netcong, Morris County. The design is the result of cooperation with the New Jersey Bell Telephone Company and the New Jersey State Police. It is anticipated that the system eventually will be extended the entire length of Route 80, and that similar call systems will be installed on all limited-access highways.

VII. ENRICHING THE ENVIRONMENT

It has been a long-standing policy of the Department to seek ways to improve the relationship between man and his environment and to make special efforts to preserve the natural beauty of the countryside.

It also has been Department policy to work closely with the many Federal, State and local agencies having similar concerns so that the potential impact of a project on the environment can be assessed to the fullest extent possible and any possible adverse effects can be avoided and environmental quality maintained or enhanced. These agencies include the Federal Highway Administration, U.S. Coast Guard, U.S. Departments of Agriculture, Interior, and Housing and Urban Development, regional planning commissions, the State Departments of Community Affairs and Environmental Protection, county planning boards, historic societies and minority group coalitions.

As part of its commitment to this policy and in response to public concern over the environment, the Department subjects each transportation proposal to an environmental study and prepares a statement of the project's impact on the environment in accordance with Federal standards. During the year, the Department completed 16 such environmental impact statements plus environmental re-evaluations.

PROJECT IMPACTS STUDIED

Among the factors investigated in preparing environmental impact statements are the project's effects on air and water quality, noise pollution, natural resources, aesthetics, wildlife, open space and recreational opportunities, its potential impact on historic sites and the possibility for carrying out archaeological and paleontological salvage operations during construction.

In its efforts to protect the environment, the Department considers the location and design of highways, different construction methods and landscaping and maintenance requirements. In the location and design phase, the objective of blending the roadway into its urban or rural setting so that it becomes an integral part of the environment is achieved through various activities.

Engineers may take advantage of topography to place the opposing lanes of divided highways on separate alignments, often at different elevations. One example of this is found on Interstate Route 78 in the Green Brook area of Somerset County, where the sloping terrain was adapted for this purpose by highway designers. Trees and rock formations were retained in the center median to screen one roadway from the other.

DESIGN OBJECTIVES

Designers also seek ways to fit new highways into the landscape by providing subtle transitions between constructed slopes and existing ground. On Interstate Route 80 through Hope Township, Warren County, the sides of the highway were gradually sloped from a steep incline to a gentle slope, following as much as possible the natural terrain.

Structural engineers seek to design bridges and retaining walls which are functionally excellent and appealing to the eye. A good example of this is the new Cape May Canal bridge, dedicated in 1971. The bridge replaces an old, outmoded swing span drawbridge. Although the new bridge is a high-level span to permit marine traffic to pass without interfering with vehicular traffic, it is graceful and light in appearance and fits in with the flat, sandy terrain.

LANDSCAPERS BEAUTIFY

Landscape engineers are important contributors to almost every new construction project as they blend new plantings with existing native growth to enhance the appearance of highways or other facilities. After a new highway is completed, its beauty may be heightened by special landscape projects.

One such project followed the completion of a section of Interstate Route 195 in Monmouth County, where the Department awarded a contract to plant 1,169 trees and 4,564 shrubs along the almost four-mile long roadway. The trees included Shadblow, Flowering Dogwood, Cockspur Hawthorne and Hawthorne; the shrubs were Blackhaw Viburnum, Regals Privet and Lilac.

In addition to the ornamental and aesthetic benefits from the plantings, there were two important safety benefits. Some of the shrubs were planted in the median to screen out headlight glare from traffic coming in the opposite direction, and others were planted at selected locations to grow into a larger natural fence to prevent snow from drifting across the highway.

EFFORTS DURING CONSTRUCTION

The period during which construction is underway is a critical one for the Department in protecting the environment, and various types of efforts are carried out. One was the use of a temporary railroad line to haul blasted rock from one area of highway construction to another, where the rock was used to fill a low-lying area. Each trip by the railroad cars equalled 30 truck trips, and resulted in a significant reduction in air and noise pollution. The rail line was used on Interstate Route 280 in Essex County.

Special activities may be required to control erosion and to keep streams clear, such as on Route 80 projects in Morris and Warren Counties. These involved the construction of retention basins, sedimentation basins, temporary dams in streams and the planting of quick-growing ground cover.

Retention basins were built to allow water to filter through the ground where there was no natural stream for runoff. Sedimentation basins detained water long enough for silt to drop to the bottom before the water reached the streams. Temporary dams in streams slowed the natural flow of water and permitted silt to settle to the bottom, thus preventing pollution of water downstream. Quick-growing grass cover was planted on slopes, even before final grading, to help prevent wind and rain from eroding slopes.

On another Route 80 project, the Department acquired extra right-of-way so that a small brook could be preserved to beautify the roadside, and the Department landscaped an area that had been left scarred from sand and gravel mining by the prior owner.

MAINTENANCE CONTRIBUTES

In maintaining the State highway system, the Department also has environmental responsibilities, especially in landscaping and snow and ice control. Landscape maintenance involves the preservation of vegetation - grass, trees, shrubs - along the highway right-of-way.

Although the Department maintains a basic year-round force of maintenance employees, because of the seasonal nature of some activities, it is more economical to have some mowing and tree trimming done by outside contractors. In 1971, 12,148 acres of grass were mowed, 88,000 trees were subject to trimming, 230,000 lineal feet of living snow fence (shrubs) and approximately 7,900,000 square feet of shrub beds were maintained by the Department and its contract forces.

The use of chemicals for ice and snow control has resulted in the need for more improved storage facilities for the chemicals. Proper storage eliminates the danger of the chemicals absorbing moisture and thereby becoming a concentrated solution which could run off into natural water courses.

If this were to happen, the ground could become permeated with the chemicals and local water supplies could be contaminated. Using funds made available for this purpose, the Department completed five major storage buildings during the year, bringing the total in use to 35.

VIII. APPENDIX

OPERATING BUDGET AND STAFF

Operating Budget (millions)

	Fiscal Year 1971	Fiscal Year 1972
Administration, General	$ 5.4	$ 6.0
Traffic Engineering	5.3	6.1
Maintenance & Equipment	24.0	26.4
Interest on Bonds	4.2	12.1
Public Transportation	11.2	11.5
TOTALS	$50.1	$62.1

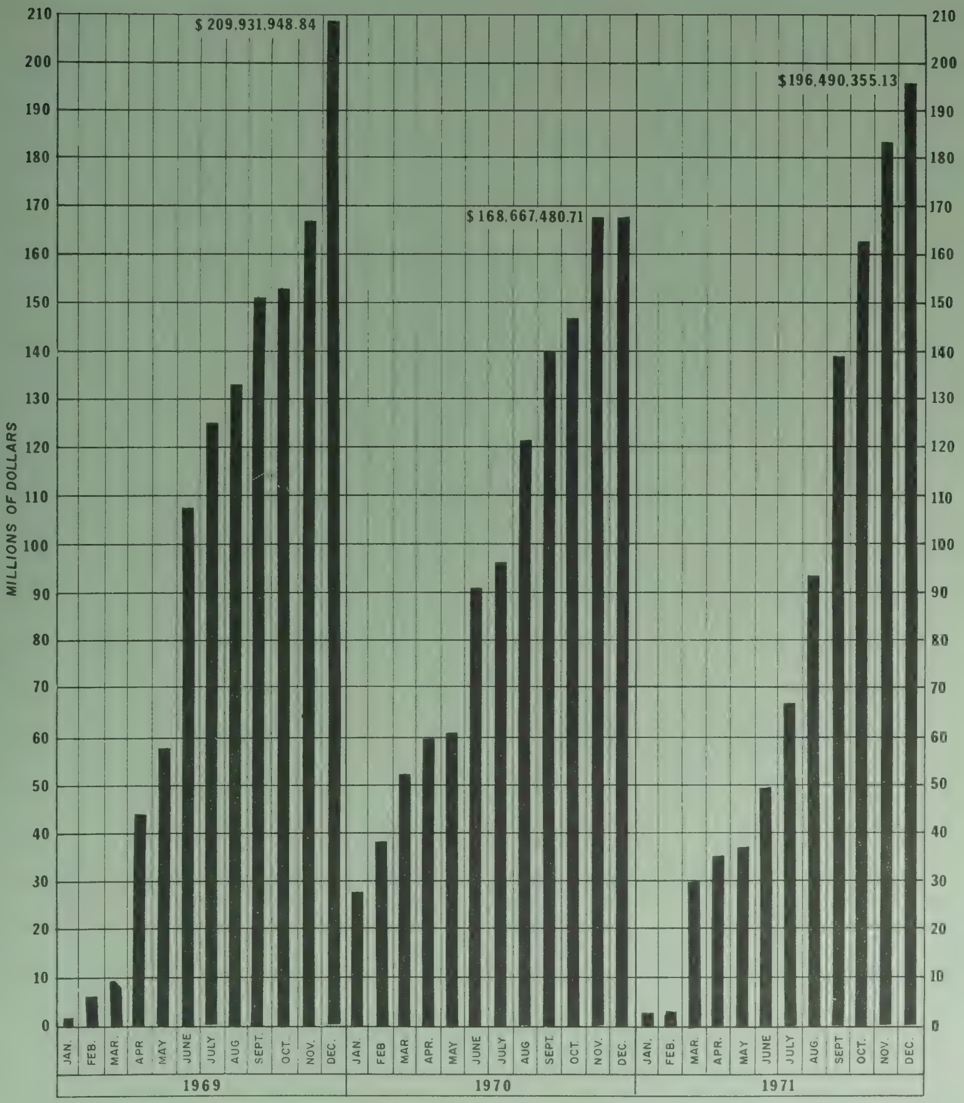
Employees

		Calendar Year 1971 Employees
Commissioner's Office		92
Transportation Planning & Research		260
Engineering Operations		
Design	543	
Construction & Maintenance	2,610	
Transportation Operations & Local Aid	673	
Right-of-Way	530	
		4,356
Fiscal Management		125
Employee and Management Services		407
TOTAL		5,240

AVIATION FACTS

AS OF DECEMBER 31, 1971

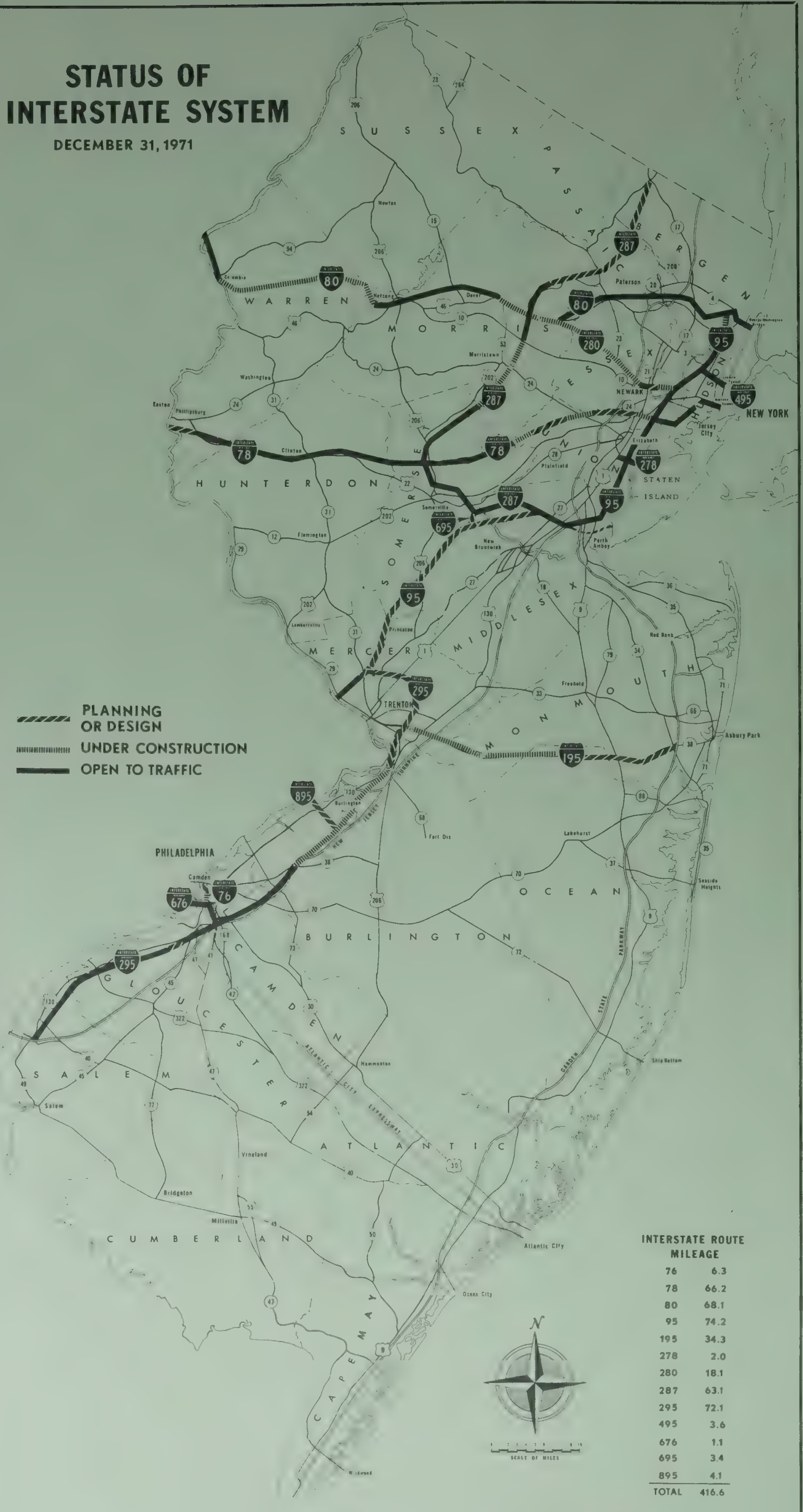
Airplanes registered in N.J.: (1,500 business; 1,900 pleasure)	3,400
Residents with federal pilot certificates:	18,500
Public use airports: (Publicly owned, 19; privately owned, 65)	84
Heliports and Helistops:	212
Airplane dealers registered in N.J.:	40
Licensed fixed-base operators:	150
Types of Operations	
Air Instruction Schools:	70
Aircraft Maintenance and Repair Shops:	65
Flying Clubs:	35
Dusting, Spraying and Seeding:	20
Banner Towing (Aerial Advertising):	15
Electrical Sign (Aerial Advertising):	1
Sport Parachuting Centers:	4
Charter Services:	1
Federal aid to airports (4) in calendar 1971:	$1,900,000



CUMULATIVE DOLLAR VALUE OF TRANSPORTATION CONTRACTS AWARDED

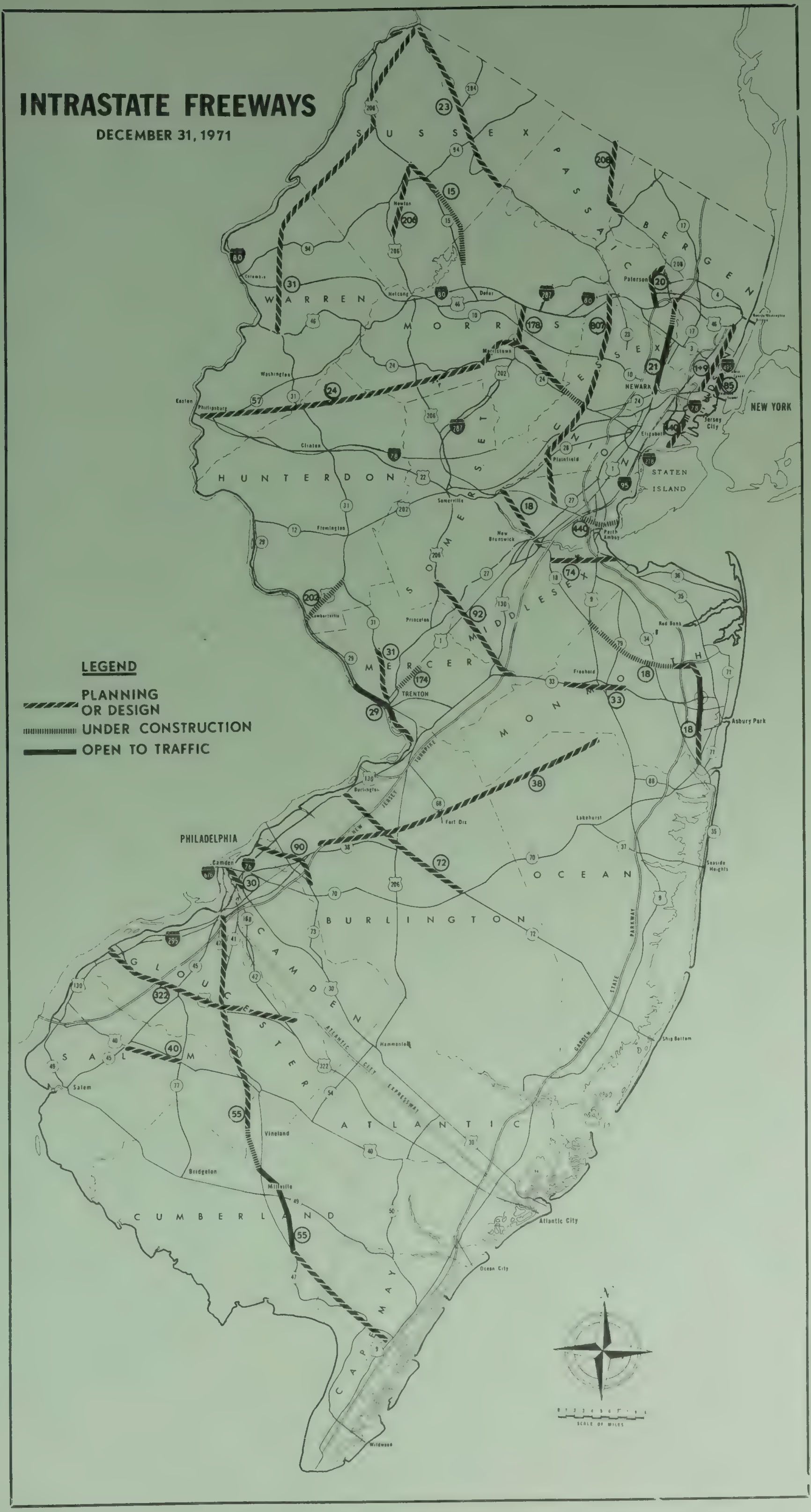
STATUS OF INTERSTATE SYSTEM

DECEMBER 31, 1971



INTERSTATE ROUTE MILEAGE

76	6.3
78	66.2
80	68.1
95	74.2
195	34.3
278	2.0
280	18.1
287	63.1
295	72.1
495	3.6
676	1.1
695	3.4
895	4.1
TOTAL	416.6



INTRASTATE FREEWAYS

DECEMBER 31, 1971

INTRASTATE FREEWAYS

As of December 31, 1971

ROUTE	PLANNING OR DESIGN	UNDER CONST.	OPEN	TOTAL
1 & 9	8.0			8.0
15	5.0	8.4		13.4
18 Middlesex	8.1	0.2		8.3
18 Monmouth	10.0	13.9	6.9	30.8
20	3.0	0.2	1.8	5.0
21	4.1	1.2	8.3	13.6
23	22.0			22.0
24	43.7	4.6		48.3
29	4.4		4.9	9.3
30	0.5			0.5
31 Mercer	5.5			5.5
31 Warren	7.0			7.0
33	7.0			7.0
38	33.5			33.5
40	4.0			4.0
55	37.3	11.7	8.0	57.0
72	19.5			19.5
74-9	9.5			9.5
81	3.0			3.0
85	3.0			3.0
90	6.3			6.3
92	14.2			14.2
174		1.5		1.5
178	4.1			4.1
202		4.8	0.2	5.0
206 Atlantic	4.0			4.0
206 Sussex	6.9			6.9
208	20.0			20.0
322	22.7			22.7
440 Hudson	2.9	0.8		3.7
440 Middlesex		3.8		3.8
807	35.0			35.0
Foothills Freeway	34.0			34.0
TOTALS	388.20	51.10	30.1	469.40

INTERSTATE HIGHWAY CONTRACTS AWARDED
CALENDAR YEAR 1971

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
76,30	Camden	Building demolition, Camden.	0.4	$ 43,800.00
76	Camden	Building demolition, Camden.	0.4	31,850.00
78	Essex	Building demolition, Newark.	1.4	57,600.00
78	Union	Excavation and fencing, Springfield, Union and Hillside.	3.3	54,767.00
78	Hunterdon	Ramp connection, Rt. 31 to Rt. 78, Clinton.	---	387,387.85
78	Somerset	Slope excavation, Bridgewater and Bernards Townships.	0.5	490,434.62
80	Bergen	Relocation of railroad siding, South Hackensack.	0.45	194,217.50
80	Morris	Grading, paving and structures, Troy Brook Branch to Parsippany Rd., Parsippany-Troy Hills.	1.12	7,366,999.26
80	Warren	Paving, Rt. 519 to Rt. 517, Hope, Frelinghuysen and Allamuchy.	7.0	6,644,711.00
80	Morris	Grading, paving and structures, Rt. 46 to Troy Brook Branch, Denville and Parsippany-Troy Hills.	3.5	8,513,861.03
80	Morris	Chain-link fence, Mt. Hope-Dover Rd. to Rt. 46, Rockaway and Denville.	3.5	186,717.00
80	Warren	Grading, paving and structures, Decatur St. to Delaware Rd., Knowlton.	4.6	17,941,024.54
95	Bergen	Sand drains, grading, paving and structures, interchange at Rt. 46, Ridgefield and Ridgefield Park.	0.26	6,493,715.58
195	Mercer	Grading, paving and structures, South Broad St. to Rt. 130, Hamilton Township.	2.8	8,482,730.26
195	Mercer Monmouth	Grading, paving and structures, Rt. 130 to Old York Rd., Hamilton, Washington and Upper Freehold Townships.	3.8	11,887,197.89
195	Mercer Monmouth Ocean	Lighting, signs, Old York Rd. to Cedar Swamp Rd., Washington, Upper Freehold, Millstone and Jackson Townships.	12.6	212,358.75
195	Mercer Monmouth	Planting, Rt. 539 to Imlaystown-Hightstown Rd., Washington and Upper Freehold Twps.	3.67	87,944.20
280	Morris Essex	Paving, bridges, landscaping, Rt. 80 interchange to Scotland Rd., Parsippany-Troy Hills, East Hanover, Livingston, Roseland, West Orange and Orange.	9.59	12,558,936.81
280	Essex	Paving, signs and lighting, Harrison St. to Grove St., East Orange.	1.08	1,749,068.09
280	Essex	Grading, paving and viaduct, Newark City Railway to Clifton Ave., Newark.	0.5	3,488,181.20
280	Essex	Paving, signs and lighting, Grove St. to Fourth St., East Orange and Newark.	1.04	1,927,457.45

INTERSTATE HIGHWAY CONTRACTS AWARDED
CALENDAR YEAR 1971
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
287	Morris	Grading and structures, Erie Lackawanna Railway to Eden Lane, Morristown, Morris and Hanover Townships.	2.4	$10,530,752.02
295	Burlington	Grading, paving and structures, Dunns Mill Rd. to West Burlington St., Bordentown.	0.37	7,282,856.90
295	Mercer	Building demolition, Hamilton and Lawrence Townships.	10.4	122,150.70
295	Camden	Widening and resurfacing, Rt. 76 to Copley Rd., Mount Ephraim, Bellmawr, Haddon Heights and Barrington.	2.8	2,062,996.72

INTRASTATE FREEWAY CONTRACTS AWARDED
CALENDAR YEAR 1971

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
15	Morris Sussex	Grading, paving and structures, Hellers Lane to Blue Heron Rd., Jefferson and Sparta.	4.5	12,111,520.30
15	Morris Sussex	Building demolition, Espanong Rd. to north of Main St., Jefferson and Sparta.	5.554	21,800.00
15	Sussex	Grading, paving and structures, Blue Heron Rd. to New York, Susquehanna and Western R.R., Sparta.	3.9	7,485,245.83
18	Middlesex Monmouth	Grading, paving and structures, Rt. 9 to Dutch Lane Rd., Madison and Marlboro.	6.3	15,666,216.61
18	Monmouth	Grading, paving and structures, Dutch Lane Rd. to Normandy Rd., Marlboro, Freehold and Colts Neck.	7.6	14,279,568.86
24	Morris	Building demolition, Florham Park.	---	9,587.50
29	Mercer	Building demolition, Trenton.	0.9	93,800.00
29	Mercer	Planting, Trenton.	1.0	125,100.95
55	Cumberland	Grading, paving and structures, Landis Ave. to Garden Rd., Vineland.	2.4	5,623,017.22
440	Middlesex	Viaduct, grading and paving, Francis St. to State St., Perth Amboy.	0.364	4,376,743.85
444 (G.S. Pkwy)	Middlesex	Chain-link fencing, Rt. 1 to Port Reading R.R. bridge, Woodbridge.	0.234	8,916.50

LAND-SERVICE ROAD CONTRACTS AWARDED
CALENDAR YEAR 1971

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1&9(Truck)	Essex Hudson	Replacement of lift-span deck, Passaic River Bridge, Newark and Kearny.	0.063	$ 796,503.75
1&9	Essex Hudson	Pulaski Skyway lighting, Raymond Blvd. to Tonnele Ave., Newark, Jersey City and Kearny.	3.4	339,215.75
1&9,78	Union Essex	Grading, paving and structures, McClellan St. to Rt. 22, Elizabeth and Newark.	1.15	7,876,803.38

LAND-SERVICE ROAD CONTRACTS AWARDED
CALENDAR YEAR 1971
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1,9,46	Bergen	Creeper lane improvement, Palisades Blvd. to Rt. 63, Palisades Park.	0.4	$ 168,061.92
4	Bergen	Ramp revision and widening, Hackensack Ave.	0.224	95,308.30
7	Hudson	Grading, paving and structures, Belleville Tpk. to Fish House Rd., Kearny.	1.25	14,363,536.28
7	Hudson	Viaduct over Erie Lackawanna R.R., Belleville Tpk. to Fish House Rd., Kearny.	0.285	4,646,220.00
9	Ocean	Resurfacing Rt. 9, Garden State Pkwy. to Spruce St., Dover and Lakewood.	5.6	148,236.60
9W	Bergen	Widening and resurfacing, John St. to Demarest Ave., Englewood Cliffs.	0.547	412,465.20
15,181	Sussex	Resurfacing, Rt. 206 to Rt. 517, Frankford, Lafayette and Sparta.	6.32	259,513.00
17	Bergen	Pedestrian bridge at Linwood Ave., Paramus.	---	178,881.42
23	Morris	Resurfacing, New York, Susquehanna and Western R.R. to Riverdale circle, Kinnelon, Butler and Riverdale.	4.425	336,483.00
23	Sussex	Pedestrian underpass at Lehigh and Hudson River R.R., Hamburg.	0.016	114,237.00
28	Somerset	Intersection improvement, Finderne Ave., Bridgewater.	0.133	85,390.20
29	Hunterdon	Resurfacing, Bridge St. to Alexauken Creek, Lambertville.	1.06	73,862.75
31	Hunterdon	Grooving concrete pavement, Clinton.	0.148	9,874.00
35	Middlesex	Victory Bridge repairs, Perth Amboy and Sayreville.	0.114	1,758,073.50
35	Monmouth	Widening, dualization and resurfacing, Rt. 66 to Rt. 36, Ocean Township and Eatontown.	4.0	3,991,321.15
35	Monmouth	Dualization, resurfacing and bridges, Shark River to Ridge Ave., Neptune Twp. and Avon-by-the-Sea and Neptune Boroughs.	0.8	2,343,444.48
38	Camden	Resurfacing, Haddonfield Rd. to Church Rd. circle, Cherry Hill.	1.549	207,670.11
46,31	Warren	Reconstruction, Rt. 31 to Rt. 46, Washington, Mansfield, Oxford, White, Liberty and Independence Twps.	12.9	793,652.50
46	Morris	Grooving concrete pavement, Washington and Mt. Olive Townships.	1.787	49,961.50
46	Morris	Resurfacing, in Denville to Passaic River, Denville, Parsippany-Troy Hills, Montville and Mountain Lakes.	7.6	567,227.00
48	Salem	Realignment and bridge, Oak Lane Rd. to N. J. Tpk., Upper Penns Neck.	0.3	387,927.12
49	Cumberland	Bridge and approaches at Maurice River, Millville.	0.179	1,006,871.05

LAND-SERVICE ROAD CONTRACTS AWARDED
CALENDAR YEAR 1971
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
62	Passaic	Resurfacing, Wilson Ave. to Passaic River, Totowa.	1.137	$ 55,193.45
63	Bergen Hudson	Intersection revision at John F. Kennedy Blvd., Fairview and North Bergen.	0.114	54,818.45
70	Burlington	Reconstruction of shoulder and drainage improvement, Cropwell Rd. to Rt. 73 circle, Evesham.	0.256	72,288.66
71	Monmouth	Widening, resurfacing and bridge, Beacon Blvd. to Central Ave., Sea Girt, Spring Lake Heights and Wall Township.	0.265	469,450.00
71	Monmouth	Regrading, paving and eliminating railroad overpass, Stockton Lake Blvd. to Blakey Ave., Manasquan.	0.368	356,014.34
73	Burlington	Reconstruction, Park Ave. to Maple Ave., Maple Shade.	0.493	464,537.80
152	Atlantic	Repairs to bridges over Bass Harbor and Broad Thorofare, Somers Point and Egg Harbor.	---	79,603.75
181(15)	Sussex Morris	Northbound creeper lane, Blue Heron Rd. to Prospect Point Rd., Sparta and Jefferson.	1.4	386,237.00
206	Morris	Resurfacing, Mountain Rd. to Furnace Rd., Roxbury, Mt. Olive and Chester Twps.	6.8	412,025.00
208	Passaic	Chain-link fencing on VanWinkle Ave. bridge, Hawthorne.	0.064	14,715.00

PUBLIC TRANSPORTATION CONTRACTS AWARDED
CALENDAR YEAR 1971

LOCATION	COUNTY	DESCRIPTION	COST
Little Silver	Monmouth	Improvements to commuter parking facility, N. Y. and Long Branch R.R. station, Little Silver.	$ 247,261.20
Hoboken	Hudson	Electrical standby facilities for Hoboken Terminal of Erie Lackawanna Railway, Hoboken.	308,241.50
		Manufacture of 12 Dial-A-Ride Motorbuses.	294,492.00

INTERSTATE HIGHWAY PROJECTS COMPLETED
CALENDAR YEAR 1971

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
76	Camden	Building demolition, Camden.	0.4	$ 43,800.00
76	Camden	Building demolition, Camden.	0.4	31,850.00
78	Somerset	Slope excavation, east of Washington Valley Rd., Bridgewater and Bernards Townships.	0.5	490,434.62
78	Somerset	Grading, paving, bridges and signs, King George Rd. to Plainfield Ave., Warren and Watchung.	5.168	7,995,025.58
78	Essex Union	Building demolition, Newark and Union.	---	500,185.00
78	Essex Union	Building demolition, Irvington and Hillside.	---	423,980.00
78	Essex	Grading, paving and drainage, frontage road west of the Tpk. Plaza, Newark.	0.652	507,793.70
78	Union	Excavation and fencing, Shumpike Rd. to Ramsey Ave., Springfield, Union and Hillside.	3.3	54,767.00
78	Essex	Grading, paving and bridges, Adams Ditch to N. J. Tpk. Interchange 14, Newark.	0.243	10,836,141.90
80	Morris Sussex	Grading, paving and bridges, Morris Canal to Rt. 46, including Rt. 206 connector, Byram, Mt. Olive, Netcong and Stanhope.	2.968	8,431,487.50
80	Warren	Grading, paving and bridges, Mt. Herman-Polkville Rd. to Silver Lake Rd., Hope, Blairstown and Knowlton.	4.046	12,569,147.00
80	Passaic	Grading, paving and structures, Riverview Dr. to Passaic River Bridge, Totowa.	1.892	10,617,943.28
80	Passaic	Grading, paving and bridges, Passaic River Bridge to New St., West Paterson and Paterson.	1.306	5,655,221.25
80	Bergen	Relocation of E-L R.R. siding, vicinity of Huyler St., South Hackensack.	0.453	194,217.50
95	Bergen	Grading, paving and sign structures, 1500 feet north of Rt. 46 to Rt. 80, Ridgefield Park and Teaneck.	1.329	3,551,381.72
195	Monmouth Ocean	Grading, paving and structures, Imlaystown-Hightstown Rd. to Burke Tavern Rd., Upper Freehold, Millstone and Jackson.	4.926	6,747,201.02
195	Ocean	Grading, paving and structures, Burke Tavern Rd. to Cedar Swamp Rd., Jackson.	3.871	4,918,561.90
280	Essex	Paving, signs and lighting, Harrison Ave. to Grove St., East Orange.	1.080	1,749,068.09
280	Essex	Paving, signs and lighting, Grove St. to 4th St., East Orange and Newark.	0.884	1,927,457.45
280	Essex	Grading, paving, viaducts and walls, Sixth St. to Newark City Railway, Newark.	0.254	3,869,586.47

INTERSTATE HIGHWAY PROJECTS COMPLETED
CALENDAR YEAR 1971
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
287	Morris	Grading, structures and incidental paving, Eden Lane to Rt. 10, Hanover.	1.159	$ 6,972,371.31
295	Camden Burlington	Widening and resurfacing, Copley Rd. to Rt. 73, Barrington, Lawnside, Tavistock, Cherry Hill and Mt. Laurel.	6.686	2,232,895.48

INTRASTATE FREEWAY PROJECTS COMPLETED
CALENDAR YEAR 1971

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
15	Morris Sussex	Building demolition, Espanong Rd. to north of Main St., Jefferson and Sparta.	5.554	$ 21,800.00
24	Morris Essex Union	Grading, paving and structures, Passaic River to Canoe Brook Rd. (River Rd. interchange), Chatham and Millburn.	0.648	5,258,582.85
24	Morris Essex Union	Grading and bridges, Passaic River and E-L R.R., Chatham, Millburn and Summit.	0.254	2,266,735.66
29	Mercer	Building demolition, Ferry St. to Lalor St., Trenton.	0.89	92,000.00
55	Cumberland	Grading, paving and structures, Rt. 47 to Landis Ave., Millville and Vineland.	4.911	7,682,728.76
202	Hunterdon	Interchange with Rt. 29, Delaware and West Amwell Townships.	0.62	1,882,806.15
444 (G.S. Pkwy)	Middlesex	Chain-link fence, Rt. 1 to Port Reading Railroad bridge, Woodbridge.	0.234	8,916.50

LAND-SERVICE ROAD PROJECTS COMPLETED
CALENDAR YEAR 1971

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1&9(Truck)	Essex Hudson	Replacement of lift-span deck, Passaic River Bridge, Newark and Kearny.	0.063	$ 796,503.75
3	Bergen	Widening, resurfacing and barrier curbs, Orient Way to Rt. 20, Rutherford and East Rutherford.	2.258	5,986,724.25
3	Bergen	Grading and drainage, Orient Way to Berry's Creek, Rutherford and Lyndhurst.	0.895	7,221,100.81
4	Bergen	Ramp revision and widening, Hackensack Ave.	0.224	95,308.30
5	Bergen	Stone retaining-wall repair, Undercliff Ave., Edgewater.	---	43,828.00
9W	Bergen	Widening and resurfacing, John St. to Demarest Ave., Englewood Cliffs.	0.547	412,465.20
12	Hunterdon	Resurfacing, Baptistown to Wickecheoke Creek, Kingwood, Franklin and Delaware.	4.517	159,462.03
17	Bergen	Widening, resurfacing and bridges, Rt. 4 to Linwood Ave., Paramus.	3.854	3,727,981.24

LAND-SERVICE ROAD PROJECTS COMPLETED
CALENDAR YEAR 1971
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
17	Bergen	Grading, paving and structures, interchange at Allendale Ave., Allendale and Saddle River.	0.684	$ 2,272,417.90
22	Warren	Resurfacing and drainage, Rt. I-78 to Rt. 519 and Phillipsburg line to Springtown Rd., Greenwich and Pohatcong.	2.250	207,808.70
23	Morris	Resurfacing, New York, Susquehanna and Western R.R. to Riverdale circle, Kinnelon, Butler and Riverdale.	4.425	336,483.00
23	Sussex Morris Passaic	Grading, paving and bridges, Lake Stockholm to Oak Ridge Rd., Hardyston, Jefferson and West Milford.	4.101	6,842,960.65
28	Somerset	Intersection improvement, Finderne Ave., Bridgewater.	0.133	85,390.20
31	Hunterdon	Grooving concrete pavement, Clinton.	0.148	9,874.00
33	Mercer Middlesex Monmouth	Dualization, resurfacing and bridges, N. J. Tpk. to Iron Ore Rd., East Windsor, Monroe, Millstone and Manalapan.	6.384	3,840,713.03
37	Ocean	Widening and dualization, Garden State Pkwy. to Bash Rd., Dover Twp. and Island Heights.	4.826	3,621,109.39
38	Camden	Resurfacing, Haddonfield Rd. to Church Rd. circle, Cherry Hill.	1.549	207,670.11
46	Morris	Grooving concrete pavement, Washington and Mt. Olive Townships.	1.787	49,961.50
46	Warren	Reconstruction and widening, Columbia to Rt. 31, Knowlton and White.	8.280	603,871.00
49	Cumberland	Bridge and approaches at Maurice River, Millville.	0.179	1,006,871.05
62	Passaic	Resurfacing, Wilson Ave. to Passaic River, Totowa.	1.137	55,193.45
63	Bergen Hudson	Intersection revision at John F. Kennedy Blvd., Fairview and North Bergen.	0.114	54,818.45
67,9W	Bergen	Resurfacing, Rt. 5 to Rt. 9W, Fort Lee and Englewood Cliffs.	3.167	216,096.03
70	Burlington	Reconstruction of shoulder and drainage improvement, Cropwell Rd. to Rt. 73 circle, Evesham.	0.265	72,286.66
71	Monmouth	Regrading, paving and eliminating railroad overpass, Stockton Lake Blvd. to Blakey Ave., Manasquan.	0.368	356,014.34
73	Burlington	Reconstruction, Park Ave. to Maple Ave., Maple Shade.	0.493	464,537.80
130	Burlington	Pedestrian bridge over Rt. 130 at Riverton Rd., Cinnaminson.	0.024	108,641.00
152	Atlantic	Repairs to bridges over Bass Harbor and Broad Thorofare, Somers Point and Egg Harbor.	---	79,603.75
162	Cape May	Grading, paving and bridge for Seashore Rd. over Cape May Canal, Lower Township.	0.726	2,350,601.32

LAND-SERVICE ROAD PROJECTS COMPLETED
CALENDAR YEAR 1971
(continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
202	Somerset Morris	Resurfacing, Douglass Ave. to Doughty St., Bernards, Harding and Morris Townships.	9.494	$ 277,741.35
206	Burlington Mercer	Widening and resurfacing, intersection of Rt. 130 to Crosswicks Creek, City of Bordentown, Townships of Bordentown and Hamilton.	2.125	1,285,761.60
206	Somerset	Resurfacing, Pottersville Rd. to Lamington Rd., Bedminster, Peapack and Gladstone.	3.794	296,302.67
208	Bergen Passaic	Dualization, Goffle Rd. to Ramapo Valley Rd. (Rt. 202), Hawthorne, Wyckoff and Franklin Lakes.	6.539	3,695,389.65
208	Passaic	Chain-link fencing on VanWinkle Ave. bridge, Hawthorne.	0.064	14,715.00
Various	Mercer Monmouth	Building demolition, various locations.	---	47,325.50

PUBLIC TRANSPORTATION PROJECTS COMPLETED
CALENDAR YEAR 1971

LOCATION	COUNTY	DESCRIPTION	COST
Lincoln Park Towaco Mountain View	Morris Passaic	Improvements to Lincoln Park, Towaco and Mountain View stations of Erie Lackawanna Railway.	$ 400,000.00
Garden State MetroPark	Middlesex	Penn Central MetroPark station and lot.	2,618,000.00
		105 new cars for Erie Lackawanna R.R.	18,228,000.00
		23 new locomotives for E-L R.R.	7,720,000.00

PUBLIC HEARINGS

CALENDAR YEAR 1971

ROUTE	TYPE OF HEARING	PROJECT
76	Design	Atlantic Avenue to south of Morgan Boulevard, Camden, Camden County.
95	Design	County Route 518 to County Route 514, Montgomery and Hillsborough, Somerset County.
130	Combined Corridor and Design	Creek Road intersection to Lake Drive; Delran, Willingboro, Delanco, Burlington County.
287	Design	Route 202 to Pompton River, Montville and Lincoln Park, Morris County.
322	Combined Corridor and Design	Main Street to Route I-295, Logan, Gloucester County.
322	Corridor	Route I-295 to Route 42, Bridgeport and Williamstown, Gloucester County.

STATE AID FOR HIGHWAYS

CALENDAR YEARS 1971 AND 1970

(ALLOCATED BY LEGISLATED FORMULAS)

To Counties	1971	1970
On $55,000 per County Basis	$ 1,155,000	$ 1,155,000
On Road Mileage and Population Basis	2,000,000	2,000,000
On Areas, Road Mileage and Population Basis	6,000,000	6,000,000
To Municipalities		
On $100,000 per County Basis	2,100,000	2,100,000
On Road Mileage and Population Basis - Modified	4,500,000	4,500,000
To Counties and Municipalities		
To Restore Roads Affected by Construction Equipment	200,000	200,000
For Safety Lighting	450,000	445,000
State-Aid Road System	---	15,000,000
Traffic Operations to Increase Capacity and Safety	7,500,000	---
Total Aid to Counties and Municipalities	$23,905,000	$31,400,000

Reimbursed Lighting

Counties		Units		Annual Agreement Costs	
1971	1970	1971	1970	1971	1970
21	21	1,672	1,672	$ 48,762	$ 48,719
Municipalities					
1971	1970				
313	312	11,049	10,947	$397,837	$394,270

INVENTORY OF HIGHWAY COMPONENTS
BUREAU OF MAINTENANCE

CALENDAR YEAR 1971

Road Mileages		
Center Line	2,089	Miles
Concrete Lane	3,008	"
Bituminous Concrete Lane	4,831	"
Ramps	394	"
Joints	4,183	Miles
Shoulders	3,974	"
Ditches	338	"
Curbs	2,809	"
Barrier Curbs	210	"
Inlets	51,584	Units
Cable Guard Rail	1,392,003	Lin. Ft.
Steel Beam Guard Rail	2,308,548	" "
Chain Link Fence	736,991	" "
Institutional Roads		
Center Line	648	Miles
Shoulders	210,673	Sq. Yds.
Inlets	1,743	Units
Guard Rail	44,697	Lin. Ft.
Bridges	136	Units
Bridges		
Fixed Structures	2,765	Units
Draw Bridges	37	"
Canal and Feeder	50	"
Sign Bridges	285	"
Landscape		
Grass Areas	12,148	Acres
Shrub Beds	7,929,844	Sq. Ft.
Trees	164,466	Units
Living Snow Fence	44	Miles
Highway Signs		
Signs	112,477	Units
Delineators and Reflectors	26,757	"
Mile Markers	4,001	"
Posts	108,788	"
Traffic Lines	7,357	Miles

MAINTENANCE BETTERMENT PROJECTS

CALENDAR YEAR 1971

BY CONTRACT

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
9	Ocean	Resurfacing, Garden State Parkway to Spruce Street	5.6	$ 148,237
15, 181	Sussex	Resurfacing, Rt. 206 at Ross Corner to Main Street, Sparta	6.5	259,513
38	Camden	Resurfacing, Haddonfield Road to Church Road	1.6	207,670
46	Morris	Resurfacing, Rt. 80 to Essex County Line	7.6	567,227
46, 31	Warren	Resurfacing, Rt. 46 from Rt. 31 to Vienna and Rt. 31 from Rt. 46 to Tunnel Road	11.0	529,645
62	Passaic	Resurfacing, Wilson Avenue to Passaic River Bridge, Totowa	1.1	55,193
80	Morris	Chain-link fencing	2.7	102,220
152	Atlantic	Repair piling on 4 bridges	---	115,255
206	Morris	Resurfacing, Rt. 80 to Chester	6.8	412,025
444	Middlesex	Chain-link fencing	.25	9,362
		TOTALS	43.15	$2,519,922

Bridge Painting	
5 Painting Contracts - scheduled painting of 77 bridges	$ 248,413
1 Second-Phase Painting of Pulaski Skyway	$ 498,870
Traffic Line Painting	
4 Traffic-Line Painting Contracts - 18,485,974 lin. ft. = 3,501 miles	$ 316,250
Tree Trimming	
20 Tree-Trimming Contracts - 20 counties	$ 119,788
Roadside Mowing	
7 Roadside-Mowing Contracts - 652 acres mowed - 6 times = total 3,912 acres	$ 64,349
Snow Removal	
201 Contractor Sections - 897 units of equipment	897 Units

BY DEPARTMENT FORCES

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1	Mercer	Resurfacing, Olden Avenue Ramp, Trenton	.1	$ 1,700
1&9	Essex	Resurfacing, Wilson Avenue to Delancy Street, Newark	.2	8,738
1&9 (Truck)	Essex	Resurfacing, Passaic River Bridge Approach, Newark	.1	3,289
1&9 (Truck)	Essex	Resurfacing, Southbound Ramp, Rt. 1 &9 (Truck) to Rt. 1&9	.4	4,488

MAINTENANCE BETTERMENT PROJECTS

CALENDAR YEAR 1971

BY DEPARTMENT FORCES (continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
1&9(Truck)	Essex	Resurfacing, Doremus Avenue Southbound, Newark	.1	2,288
1&9(Truck)	Hudson	Resurfacing, Hackensack Avenue Ramps	.2	10,659
1,130	Middlesex	Resurfacing, Traffic Circle at New Brunswick	.2	14,076
4	Bergen	Resurfacing, Rt. 4 East to Rt. 17, Paramus	.2	4,675
9	Atlantic	Resurfacing, vicinity of Holy Spirit School, Pleasantville	.1	2,975
9	Ocean	Resurfacing, County Rt. 532 to Middle Branch, Forked River	2.6	80,979
9	Ocean	Resurfacing, Cedar Creek to Holly Park	2.1	80,682
10	Morris	Resurfacing, Ledgewood Circle to Sussex Street	2.8	58,030
17	Bergen	Resurfacing, Ramps at Fairview Avenue, Paramus	.2	12,138
17	Bergen	Resurfacing, Ramps at Essex Street, Lodi	.5	9,359
17	Bergen	Resurfacing, South of Airmont Road, Ramsey	.3	24,803
17	Bergen	Resurfacing, Section in Ramsey	.3	$ 24,803
21	Essex	Resurfacing, Lafayette Street to Market Street, Newark	.2	4,905
21	Essex	Resurfacing, Raymond Boulevard to Lombardi Street, Newark	.6	10,693
22	Union	Resurfacing, Ramps at Park Avenue, Scotch Plains	.2	4,318
22	Union	Resurfacing, Ramps at Vauxhall Road, Union	.2	10,413
22	Union	Resurfacing, Hillsdale Place Overpass	.2	4,123
23	Essex	Resurfacing, vicinity of Bloomfield Avenue, Verona	.2	1,853
24	Union	Resurfacing, Valley Road to Millburn Avenue	.7	23,205
28	Somerset	Resurfacing, Gaston Avenue to Chimney Rock Road	2.1	32,751
28	Union	Resurfacing, Westfield-Scotch Plains to Garwood	1.7	39,253
29	Hunterdon	Resurfacing, Mercer County Line to Swan Creek	1.7	40,605
29	Mercer	Resurfacing, War Memorial, Trenton	.3	8,806

MAINTENANCE BETTERMENT PROJECTS

CALENDAR YEAR 1971

BY DEPARTMENT FORCES (continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
30	Atlantic	Resurfacing, New Street to Absecon Drive-In, Absecon	1.3	40,809
30	Atlantic	Resurfacing, M.P. 2 to Absecon Drive-In	2.6	66,504
30	Camden	Resurfacing, vicinity of Warwick Road, Magnolia	.2	1,955
31	Mercer	Resurfacing, Ingleside Avenue to Delaware Avenue, Pennington	.9	24,880
33	Monmouth	Resurfacing, Fairfield Road to Halls Mills Road, East of Freehold	2.1	$ 28,076
33	Monmouth	Resurfacing, Fairfield Road to County Rt. 35	2.8	26,452
34	Middlesex	Resurfacing, vicinity of School	.2	6,027
35	Middlesex	Resurfacing, Victory Plaza Circle, South Amboy	.6	18,598
35	Monmouth	Resurfacing, Broadway, Keyport to Prospect Avenue, Cliffwood	.5	29,623
36	Monmouth	Resurfacing, Sears Avenue to Highland Bridge, Atlantic Highlands	2.9	62,577
53	Morris	Resurfacing, Morris Plains to Rt. 80, Denville	.9	109,548
70	Burlington	Resurfacing, vicinity of Marlton Circle	.1	3,298
72	Ocean	Resurfacing, County Rt. 532 to Garden State Parkway	2.5	78,447
72	Ocean	Resurfacing, Surf Avenue to Central Avenue, Ship Bottom	.2	6,511
73	Burlington	Resurfacing, vicinity of New Jersey Turnpike	.1	1,700
94	Sussex	Resurfacing, Vernon to New York State Line	10.2	89,998
130	Camden	Resurfacing, South of Railroad Crossing, Collingswood	.2	3,783
159	Essex	Resurfacing, through Fairfield	1.3	26,444
169	Hudson	Resurfacing, South of Turnpike, Bayonne	.5	11,756
183	Morris	Resurfacing, Stoll Street to Main Street, Netcong	.4	14,382
202	Morris	Resurfacing, through Morris Plains	.9	$ 23,758
202-206	Somerset	Resurfacing, Stella Drive to Rt. 287, Bridgewater Township	2.8	52,921
206	Burlington	Resurfacing, South of Columbus for 1.6 miles	1.6	42,279

MAINTENANCE BETTERMENT PROJECTS

CALENDAR YEAR 1971

BY DEPARTMENT FORCES (continued)

ROUTE	COUNTY	DESCRIPTION	MILEAGE	COST
206	Mercer	Resurfacing, Ruskin Avenue, White Horse	.1	2,099
206	Sussex	Resurfacing, South of Newton	.8	10,413
206	Sussex	Resurfacing, Water Street to State Police Station, Newton	.6	6,231
206	Sussex	Resurfacing, Milford Bridge South for .3 mile	.3	9,435
295	Gloucester	Resurfacing, Marginal Road, Logan Township	.8	10,804
		TOTALS	56.9	$1,333,915

Traffic Line Painting

6,456,764 lineal feet	1,223 Miles

Signs

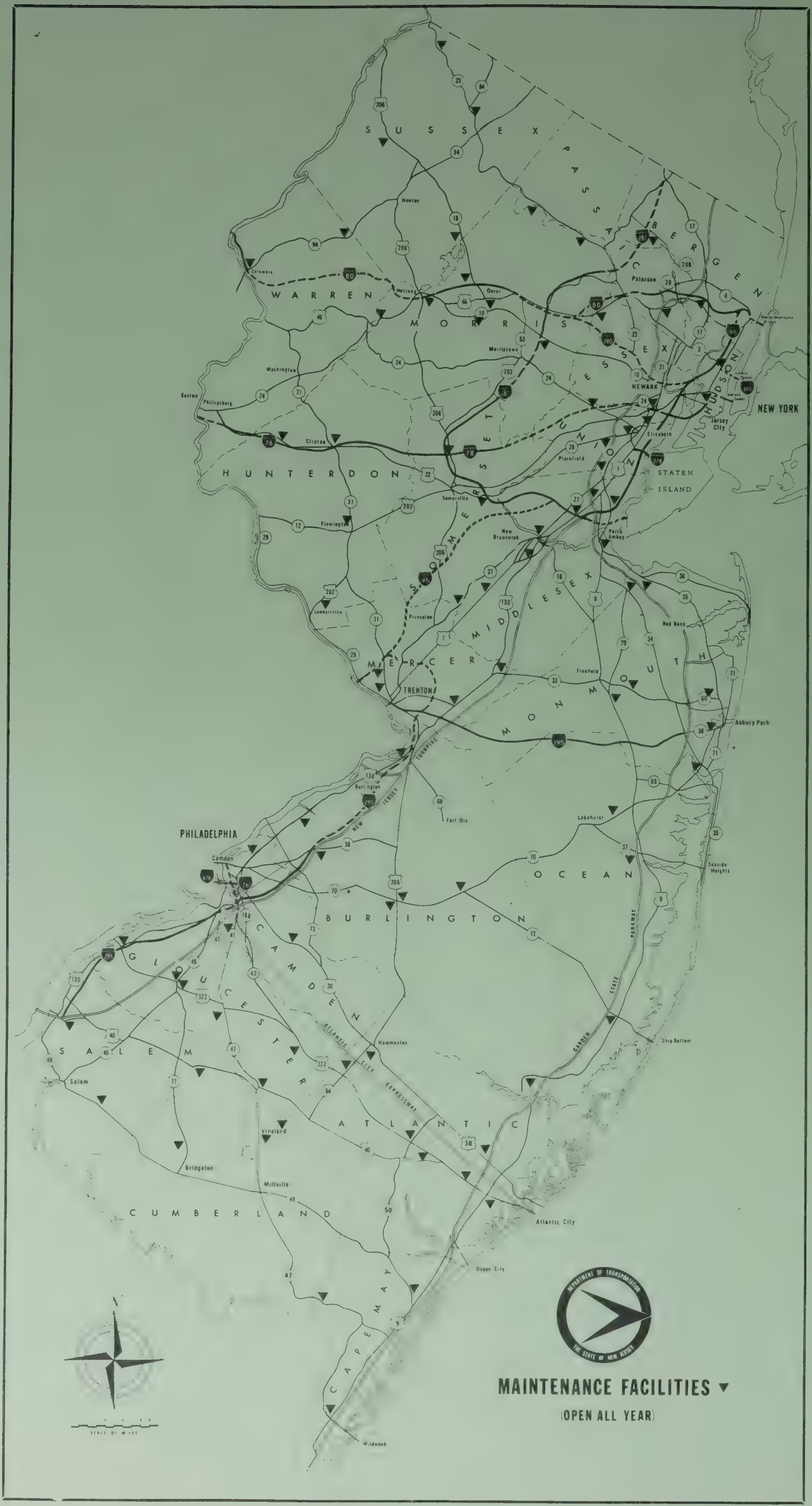
Fabricated	12,660 Units
Erected	14, 735 "

Snow Removal

584 units of equipment	584 Units

Ice-Control Materials

Sodium Chloride	39,059 Tons
Calcium Chloride	5,470 "
Abrasives	15,431 Cu. Yds.



MAINTENANCE FACILITIES ▼

(OPEN ALL YEAR)

PUBLIC TRANSPORTATION SUMMARY
PROJECT STATUS AND COST (THOUSANDS)
AS OF DECEMBER 31, 1971

	State	Federal	Total	Complete
ERIE LACKAWANNA RAILWAY				
105 New Cars	$18,228		$18,228	6/71
23 New Locomotives	7,720		7,720	6/71
	$25,948		$25,948	
26 Reconditioned Cars	1,354		1,354	12/69
New Passenger Equipment				1974
Littleton Rd. Station Design				1972
Improve 3 Stations	400		400	4/71
Connect to Penn Central				Study
Rehabilitation of Morris & Essex Stations				1972
Electrical Standby Equip.	437		437	1972
Montclair Connection Design				1972
Electrification Design				1972
	$28,139		$28,139	
CENTRAL RAILROAD OF NEW JERSEY				
53 CNJ Cars Rehabilitated	$ 347		$ 347	10/70
48 Reconditioned Cars	1,310		1,310	8/69
Car Washer	80		80	
Electrification				Study
Electrical Standby Equip.	308		308	10/70
Rehabilitation of Stations	228		228	1972
Radios on Passenger Equip.	67		67	1972
Roselle Park Lot Expansion	30		30	8/70
Raritan Oil Separator				1973
	$ 2,370		$ 2,370	
PENN CENTRAL				
Metuchen Station (95 from Borough)	$ 507	$ 1,014	$ 1,521	1974
70 New Cars	9,367	18,733	28,100	1974
MetroPark Station & Lot	1,339	1,279	2,618	11/71
Trenton Station	2,283		2,283	12/73
Princeton Jct. Sta. Parking	400		400	1973
Rahway	560		560	1973
Elizabeth Station	150		150	1972
Public Address System				1972
	$14,606	$21,026	$35,632	
NEW YORK & LONG BRANCH				
27 Reconditioned Cars	$ 1,318		$ 1,318	5/70
21 Reconditioned Cars	1,128		1,128	1972
Electrical Standby Equip.	97		97	9/70
Station Lot Expansion Little Silver				1972
Station Lot Expansion Middletown				1973
New Station Matawan				1974
Oil Separation Facility				1972
	$ 2,543		$ 2,543	
PENN-READING SEASHORE LINES				
Rehabilitation of 10 Coaches	$ 750		$ 750	2/72
DIAL-A-RIDE BUS				
Demonstration	$ 250	$ 1,700	$ 1,950	1972
	$48,658	$22,726	$71,384	

PASSENGER VOLUMES

ON STATE-ASSISTED RAILROADS

Calendar Year	Eastbound	Westbound	Total
1961	84,591	47,060	131,651
1962	83,597	85,499	169,096
1963	82,855	85,697	168,552
1964	79,350	80,399	159,749
1965	79,230	79,211	158,441
1966	73,849	74,901	148,750
1967	76,697	74,722	151,419
1968	78,955	78,144	157,099
1969	88,261	87,623	175,884
1970	87,068	84,609	171,677
1971	82,626	80,348	162,974

RAIL ASSISTANCE PROGRAM
CONTRACT PAYMENTS
FISCAL YEARS (ADJUSTED)
Division of Public Transportation

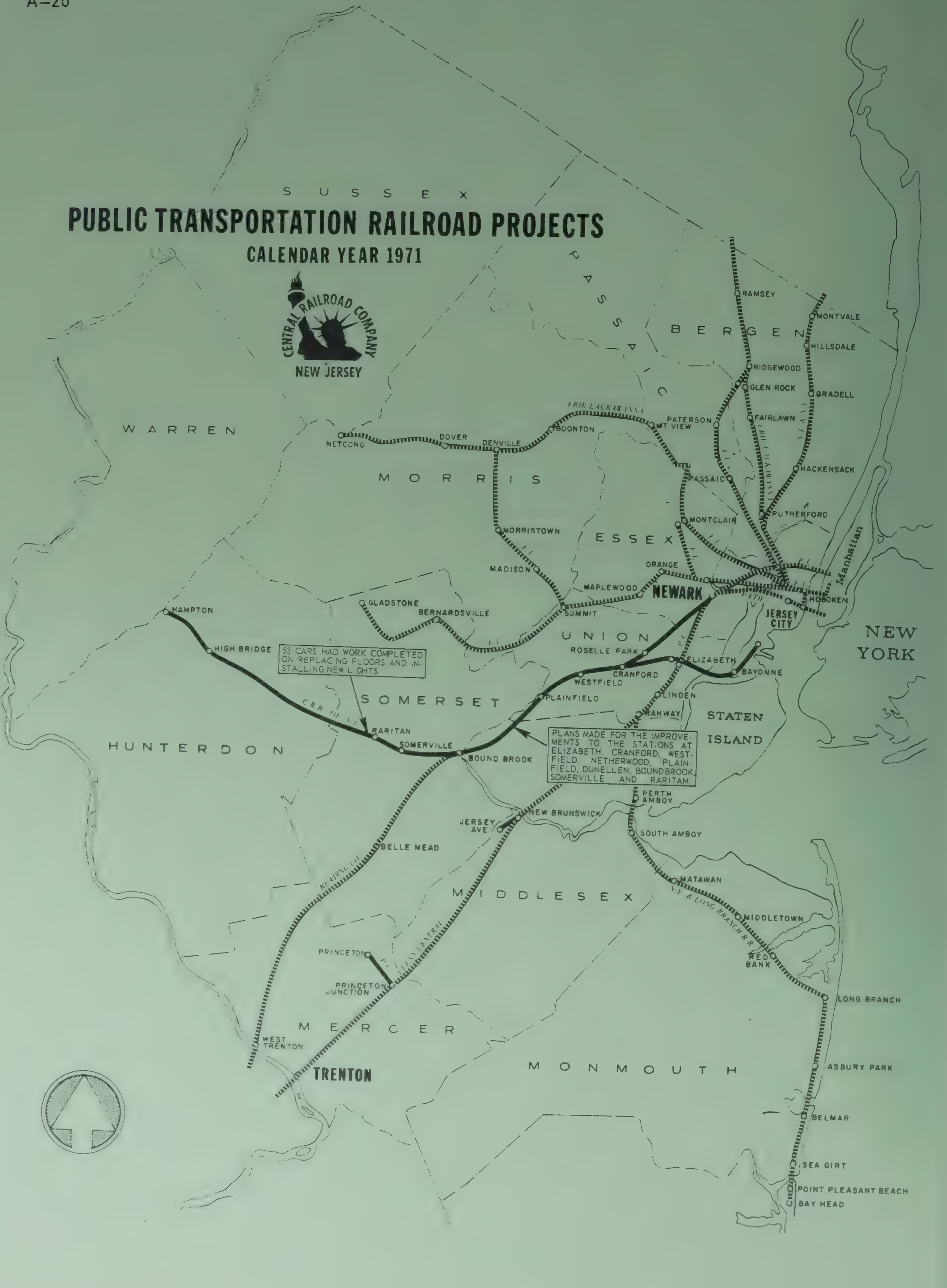
Fiscal Year	Total	Central R.R. Co. of N. J.	Erie Lackawanna	Penn-Reading Seashore Lines	Penn Central	NJ & NY Railroad	Reading Company	N.Y. Susq. & Western	Port Auth. Ferry Corp.
1961	$ 4,587,371	$ 1,104,006	$ 1,993,513	$ ---	$1,401,852	$ 75,904	$ 12,096	$ ---	$ ---
1962	6,546,448	1,546,488	2,738,076	---	2,085,005	93,560	18,319	---	65,000
1963	6,014,123	1,404,324	2,408,728	200,980	1,816,727	101,102	17,262	---	65,000
1964	5,869,741	1,380,086	2,325,084	179,525	1,727,364	101,110	15,644	40,928	100,000
1965	7,271,633	2,842,055	2,175,240	214,933	1,748,620	85,285	42,000	73,500	90,000
1966	8,907,683	5,925,000	2,284,150	299,533	(1)	143,000	70,000	111,000	75,000
1967	9,892,147	5,071,710	4,231,525	219,979	(1)	241,933	52,000	(4)	75,000
1968	9,449,279	4,880,005	4,244,447	199,827	(1)	(2)	50,000	---	75,000
1969	9,682,178	4,445,020	4,944,342	199,826	(1)	(2)	17,990	---	75,000
1970	10,155,968	4,601,014	5,197,259	257,195	(1) 25,500	(2)	(3)	---	75,000
1971	10,139,182	4,314,274 (5)	4,848,319	250,000	(1) 651,589 (6)	(2)	(3)	---	75,000
1972	12,783,577	4,808,577	* 7,454,000	350,000	96,000	(2)	(3)	---	75,000
Totals	$101,299,330	$42,322,559	$44,844,683	$2,371,798	$9,552,657	$841,894	$295,311	$225,428	$845,000

(1) Capital Improvement Program in Lieu of Operating Assistance
(2) Included with EL
(3) No Assistance required this year
(4) Service terminated
(5) $2,000,000 payment for freight services not included
(6) $593,589 paid under 9/1/70 agreement; $58,000 for train 3818
* Includes Supplemental Payment

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1971

CENTRAL RAILROAD COMPANY
NEW JERSEY



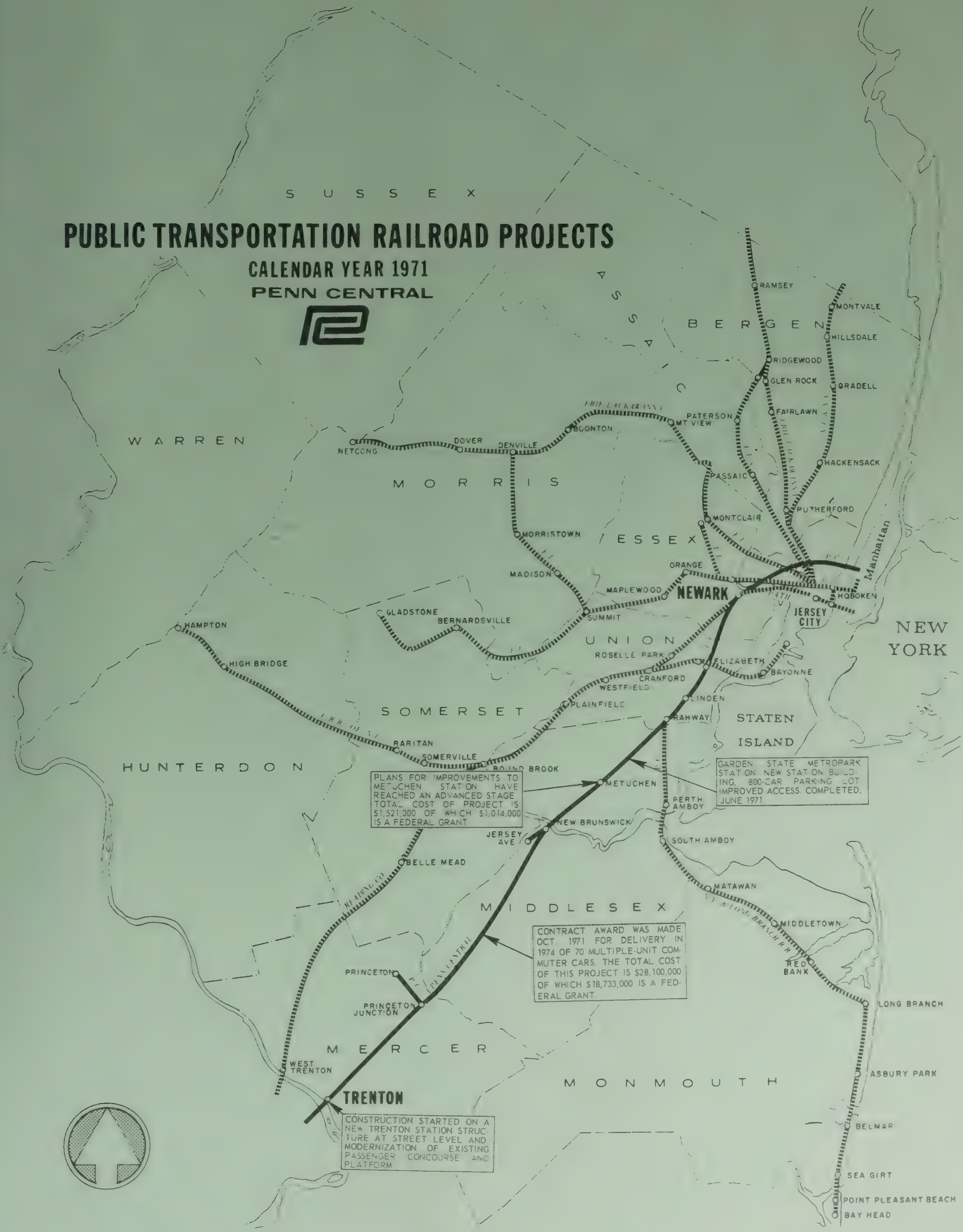
53 CARS HAD WORK COMPLETED ON REPLACING FLOORS AND INSTALLING NEW LIGHTS

PLANS MADE FOR THE IMPROVEMENTS TO THE STATIONS AT ELIZABETH, CRANFORD, WESTFIELD, NETHERWOOD, PLAINFIELD, DUNELLEN, BOUNDBROOK, SOMERVILLE AND RARITAN.

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1971

PENN CENTRAL

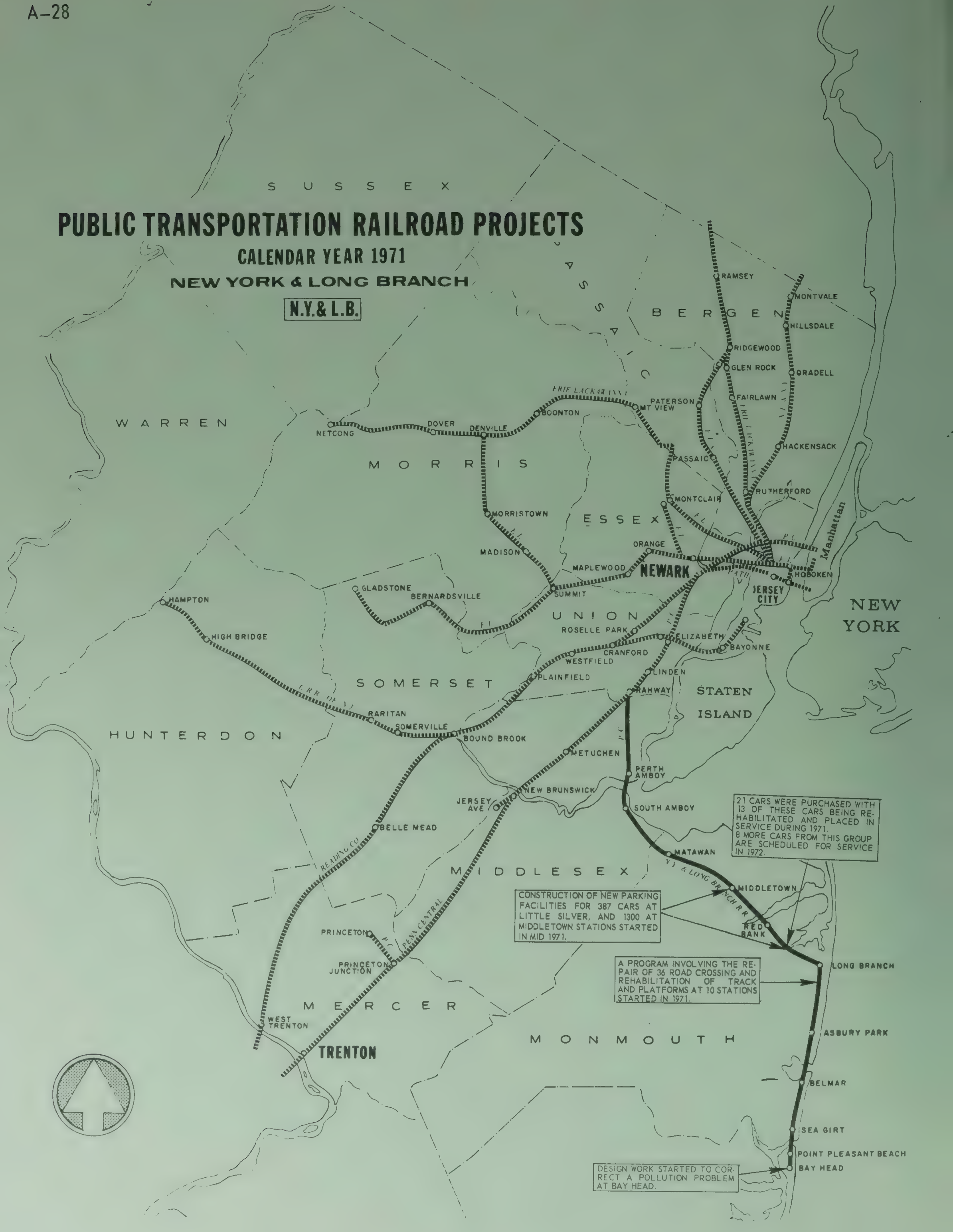


PLANS FOR IMPROVEMENTS TO METUCHEN STATION HAVE REACHED AN ADVANCED STAGE TOTAL COST OF PROJECT IS $1,521,000 OF WHICH $1,014,000 IS A FEDERAL GRANT

GARDEN STATE METROPARK STATION NEW STATION BUILDING, 800-CAR PARKING LOT IMPROVED ACCESS. COMPLETED, JUNE 1971.

CONTRACT AWARD WAS MADE OCT. 1971 FOR DELIVERY IN 1974 OF 70 MULTIPLE-UNIT COMMUTER CARS. THE TOTAL COST OF THIS PROJECT IS $28,100,000 OF WHICH $18,733,000 IS A FEDERAL GRANT.

CONSTRUCTION STARTED ON A NEW TRENTON STATION STRUCTURE AT STREET LEVEL AND MODERNIZATION OF EXISTING PASSENGER CONCOURSE AND PLATFORM



PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1971

NEW YORK & LONG BRANCH

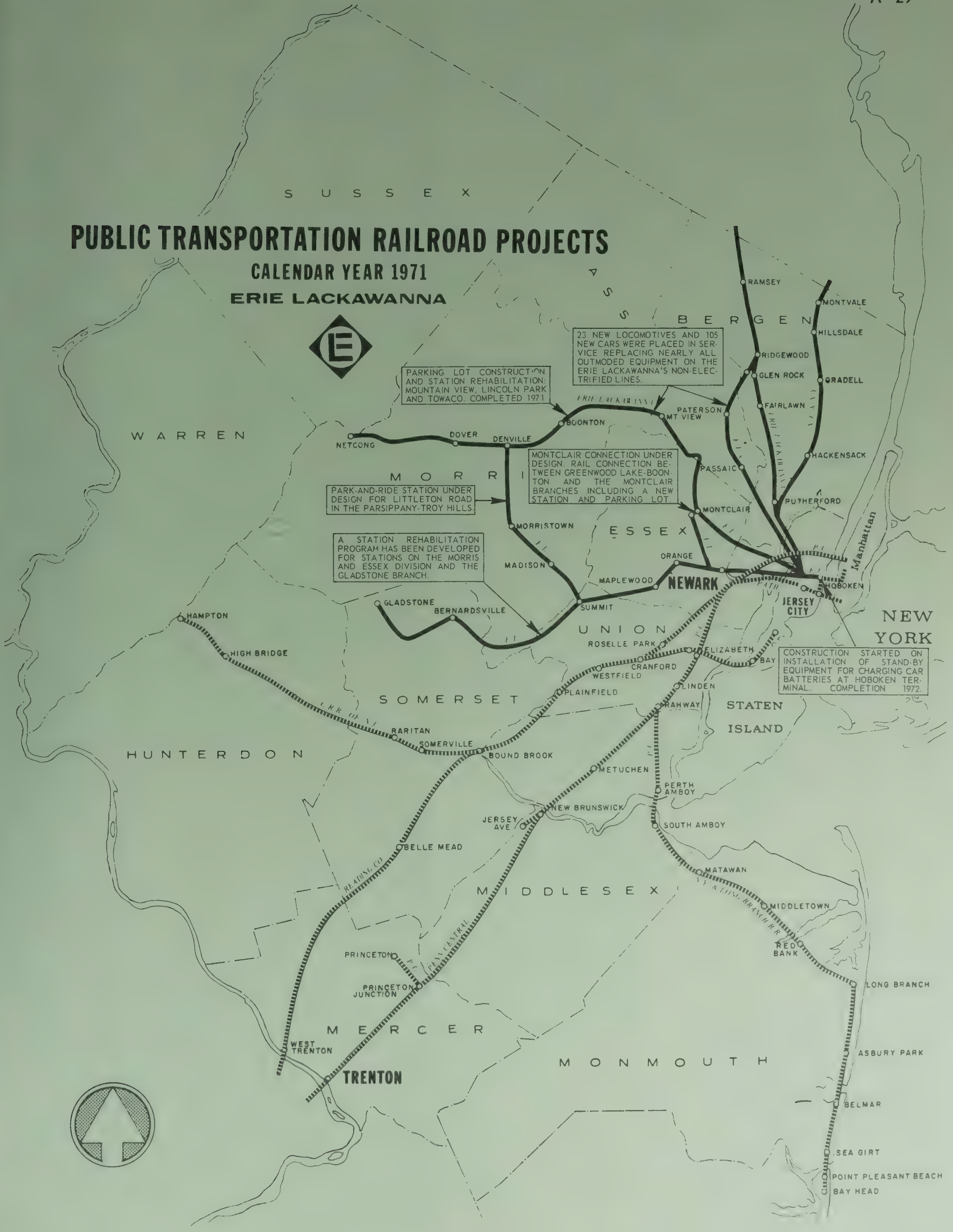
N.Y.& L.B.

21 CARS WERE PURCHASED WITH 13 OF THESE CARS BEING REHABILITATED AND PLACED IN SERVICE DURING 1971. 8 MORE CARS FROM THIS GROUP ARE SCHEDULED FOR SERVICE IN 1972.

CONSTRUCTION OF NEW PARKING FACILITIES FOR 387 CARS AT LITTLE SILVER, AND 1300 AT MIDDLETOWN STATIONS STARTED IN MID 1971.

A PROGRAM INVOLVING THE REPAIR OF 36 ROAD CROSSING AND REHABILITATION OF TRACK AND PLATFORMS AT 10 STATIONS STARTED IN 1971.

DESIGN WORK STARTED TO CORRECT A POLLUTION PROBLEM AT BAY HEAD.



PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1971

ERIE LACKAWANNA

23 NEW LOCOMOTIVES AND 105 NEW CARS WERE PLACED IN SERVICE REPLACING NEARLY ALL OUTMODED EQUIPMENT ON THE ERIE LACKAWANNA'S NON-ELECTRIFIED LINES.

PARKING LOT CONSTRUCTION AND STATION REHABILITATION: MOUNTAIN VIEW, LINCOLN PARK AND TOWACO. COMPLETED 1971

MONTCLAIR CONNECTION UNDER DESIGN. RAIL CONNECTION BETWEEN GREENWOOD LAKE-BOONTON AND THE MONTCLAIR BRANCHES INCLUDING A NEW STATION AND PARKING LOT.

PARK-AND-RIDE STATION UNDER DESIGN FOR LITTLETON ROAD IN THE PARSIPPANY-TROY HILLS.

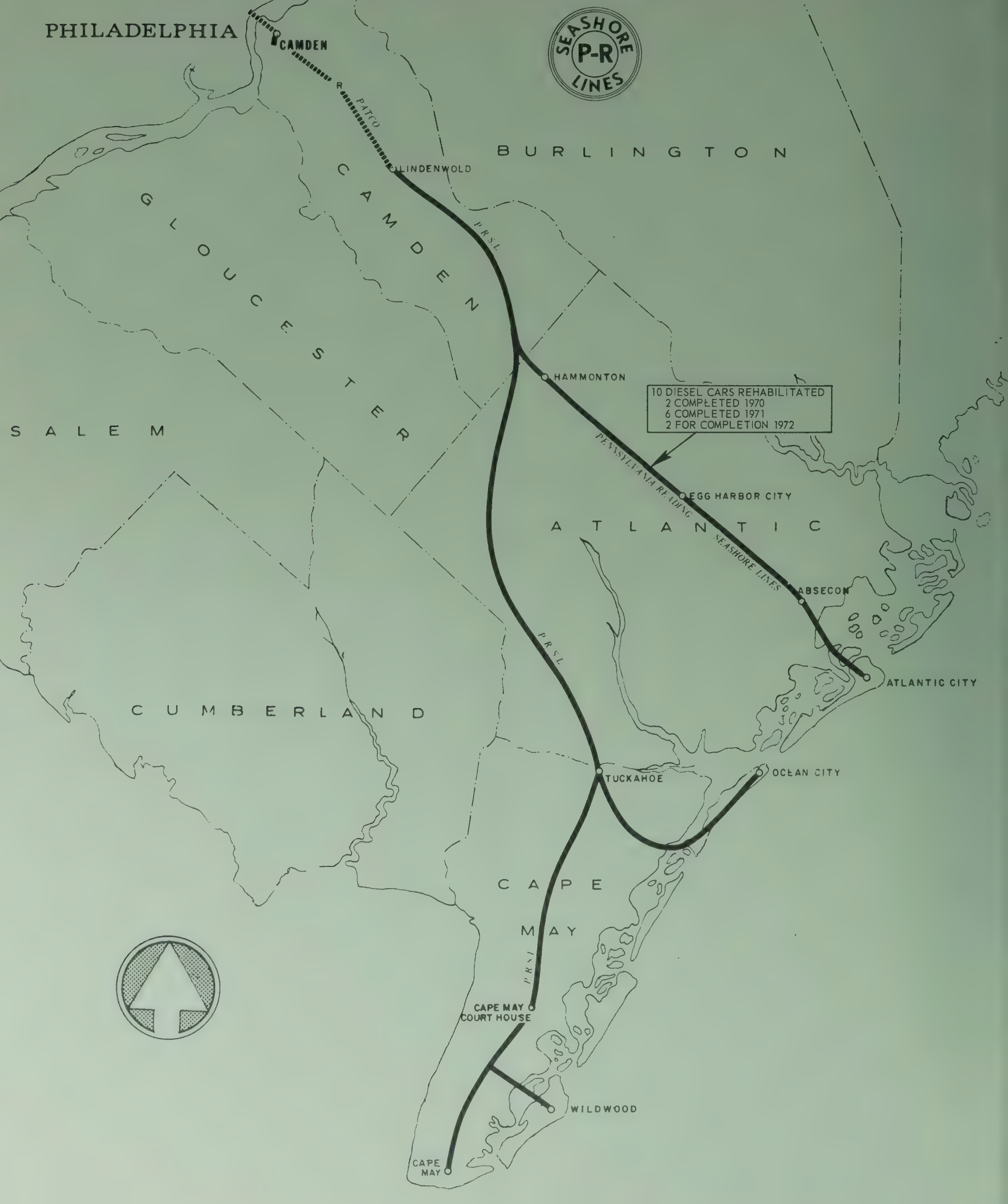
A STATION REHABILITATION PROGRAM HAS BEEN DEVELOPED FOR STATIONS ON THE MORRIS AND ESSEX DIVISION AND THE GLADSTONE BRANCH.

CONSTRUCTION STARTED ON INSTALLATION OF STAND-BY EQUIPMENT FOR CHARGING CAR BATTERIES AT HOBOKEN TERMINAL. COMPLETION 1972.

PUBLIC TRANSPORTATION RAILROAD PROJECTS

CALENDAR YEAR 1971

PENNSYLVANIA READING SEASHORE LINES



10 DIESEL CARS REHABILITATED
2 COMPLETED 1970
6 COMPLETED 1971
2 FOR COMPLETION 1972

BUS ASSISTANCE CONTRACT PAYMENTS

CALENDAR YEAR 1971*

	State	County	Total
Associated Bus	$ 19,392.00	$ 6,464.00	$ 25,856.00
Atlantic City Transp'n. Co.	127,729.47	42,576.49	170,305.96
Boro Busses	62,627.25	20,875.75	83,503.00
Coast Cities Coaches	100,500.00	33,500.00	134,000.00
Community Bus	95,250.00	31,750.00	127,000.00
Garfield-Passaic Bus	17,255.25	5,751.75	23,007.00
Garfield & Passaic Transit	45,419.25	15,139.75	60,559.00
Inter-City	135,000.00	45,000.00	180,000.00
Marathon Bus	37,500.00	12,500.00	50,000.00
Mercer Metro	100,000,00	---	100,000.00
Passaic-Athenia Bus	7,200.00	2,400.00	9,600.00
Plainfield Transit	18,876.35	6,278.78	25,115.13
Summit-New Providence	35,521.54	11,840.52	47,362.06
Transportation of N.J. Subway	105,000.00	3,500.00	140,000.00
		Demonstrations	
Bergen Cross County	21,801.67	21,801.67	43,603.34
		Restored Lines	
Trackless Transit 64	26,595.03	8,865.00	35,460.03
Dover-Mt. Hope 10-72	24,297.08	24,297.09	48,594.17
Totals	$979,964.89	$324,040.80	$1,304,005.69

*Subject to audit

PUBLIC HEARINGS

Hearing Date	Railroad*	Purpose of Hearing	Lines Affected
Feb. 8	CNJ	Freight service subsidy	Main Line
April 20 and subsequent sessions	PC, CNJ, and EL	Fare increase	All N. J. Lines
May 3	PRSL	Fare increase	Lindenwold to Shore Points
Aug. 2	CNJ	Passenger service contract	All N. J. Lines
Sept. 22	PC	25 new, electric cars for passenger service	Main Line

* PC - Penn Central

CNJ - Central Railroad of New Jersey

EL - Erie Lackawanna Railway

PRSL - Pennsylvania-Reading Seashore Lines

ENT OF TRANSPORTATION

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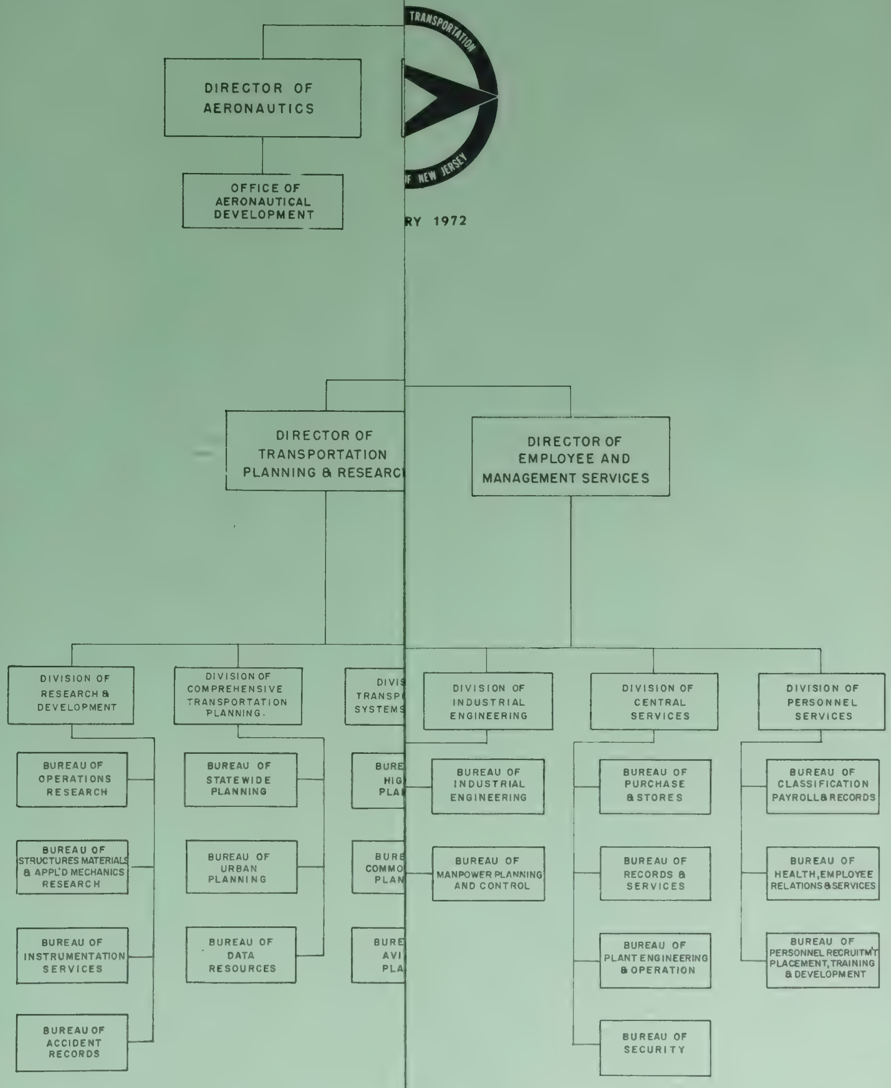
TRANSPORTATION
F NEW JERSEY
DIRECTOR OF AERONAUTICS
OFFICE OF AERONAUTICAL DEVELOPMENT
RY 1972
DIRECTOR OF TRANSPORTATION PLANNING & RESEARC
DIRECTOR OF EMPLOYEE AND MANAGEMENT SERVICES
DIVISION OF RESEARCH & DEVELOPMENT
BUREAU OF OPERATIONS RESEARCH
BUREAU OF STRUCTURES MATERIALS & APPL'D MECHANICS RESEARCH
BUREAU OF INSTRUMENTATION SERVICES
BUREAU OF ACCIDENT RECORDS
DIVISION OF COMPREHENSIVE TRANSPORTATION PLANNING.
BUREAU OF STATEWIDE PLANNING
BUREAU OF URBAN PLANNING
BUREAU OF DATA RESOURCES
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DIVISION OF INDUSTRIAL ENGINEERING
BUREAU OF INDUSTRIAL ENGINEERING
BUREAU OF MANPOWER PLANNING AND CONTROL
DIVISION OF CENTRAL SERVICES
BUREAU OF PURCHASE & STORES
BUREAU OF RECORDS & SERVICES
BUREAU OF PLANT ENGINEERING & OPERATION
BUREAU OF SECURITY
DIVISION OF PERSONNEL SERVICES
BUREAU OF CLASSIFICATION PAYROLL & RECORDS
BUREAU OF HEALTH, EMPLOYEE RELATIONS & SERVICES
BUREAU OF PERSONNEL RECRUITM'T PLACEMENT, TRAINING & DEVELOPMENT

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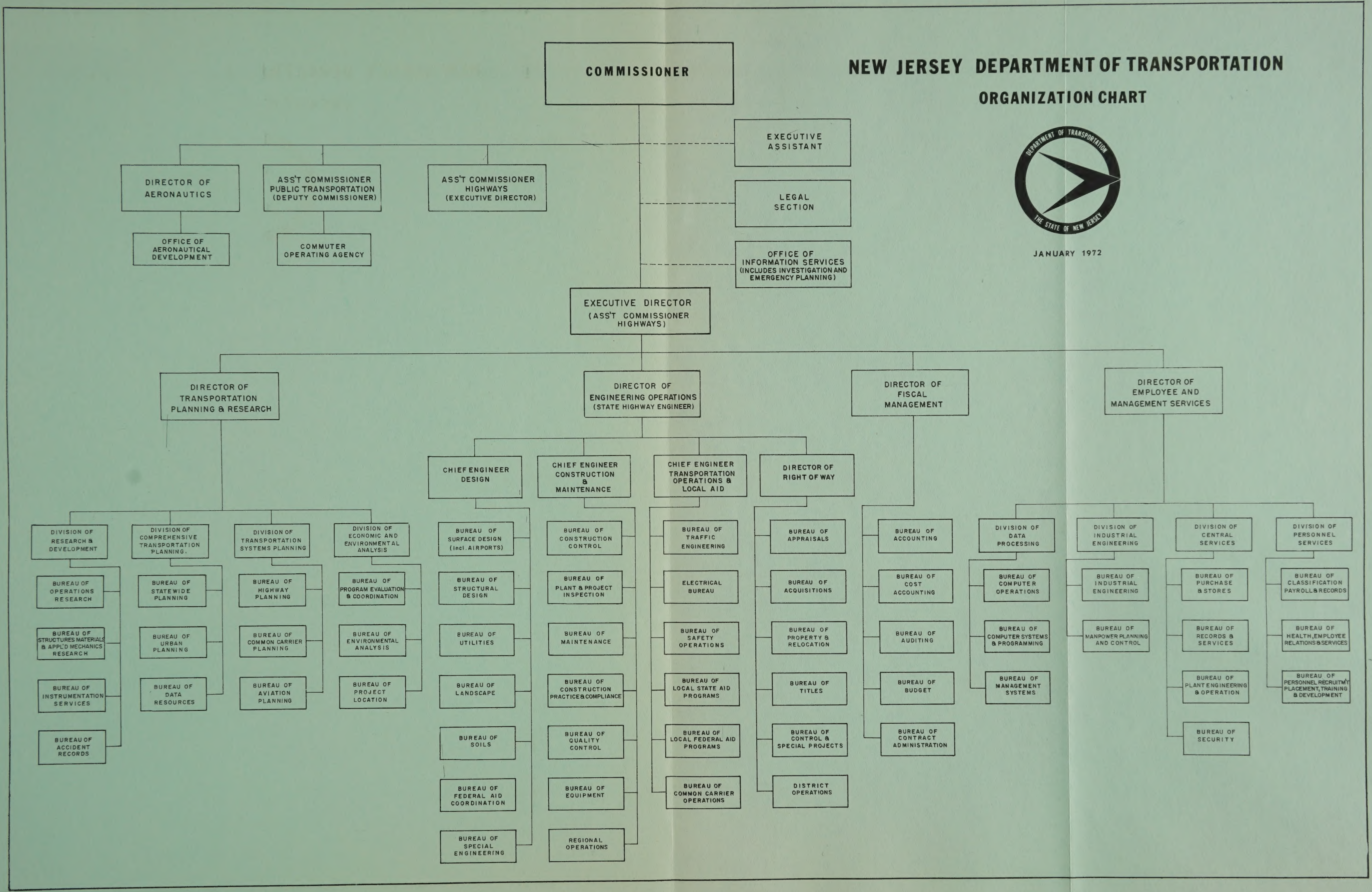
NEW JERSEY DEPARTMENT OF TRANSPORTATION
ORGANIZATION CHART

JANUARY 1972



- COMMISSIONER
  - EXECUTIVE ASSISTANT
  - LEGAL SECTION
  - OFFICE OF INFORMATION SERVICES (INCLUDES INVESTIGATION AND EMERGENCY PLANNING)
  - DIRECTOR OF AERONAUTICS
    - OFFICE OF AERONAUTICAL DEVELOPMENT
  - ASS'T COMMISSIONER PUBLIC TRANSPORTATION (DEPUTY COMMISSIONER)
    - COMMUTER OPERATING AGENCY
  - ASS'T COMMISSIONER HIGHWAYS (EXECUTIVE DIRECTOR)
  - EXECUTIVE DIRECTOR (ASS'T COMMISSIONER HIGHWAYS)
    - DIRECTOR OF TRANSPORTATION PLANNING & RESEARCH
      - DIVISION OF RESEARCH & DEVELOPMENT
        - BUREAU OF OPERATIONS RESEARCH
        - BUREAU OF STRUCTURES MATERIALS & APPL'D MECHANICS RESEARCH
        - BUREAU OF INSTRUMENTATION SERVICES
        - BUREAU OF ACCIDENT RECORDS
      - DIVISION OF COMPREHENSIVE TRANSPORTATION PLANNING.
        - BUREAU OF STATEWIDE PLANNING
        - BUREAU OF URBAN PLANNING
        - BUREAU OF DATA RESOURCES
      - DIVISION OF TRANSPORTATION SYSTEMS PLANNING
        - BUREAU OF HIGHWAY PLANNING
        - BUREAU OF COMMON CARRIER PLANNING
        - BUREAU OF AVIATION PLANNING
      - DIVISION OF ECONOMIC AND ENVIRONMENTAL ANALYSIS
        - BUREAU OF PROGRAM EVALUATION & COORDINATION
        - BUREAU OF ENVIRONMENTAL ANALYSIS
        - BUREAU OF PROJECT LOCATION
    - DIRECTOR OF ENGINEERING OPERATIONS (STATE HIGHWAY ENGINEER)
      - CHIEF ENGINEER DESIGN
        - BUREAU OF SURFACE DESIGN (Incl. AIRPORTS)
        - BUREAU OF STRUCTURAL DESIGN
        - BUREAU OF UTILITIES
        - BUREAU OF LANDSCAPE
        - BUREAU OF SOILS
        - BUREAU OF FEDERAL AID COORDINATION
        - BUREAU OF SPECIAL ENGINEERING
      - CHIEF ENGINEER CONSTRUCTION & MAINTENANCE
        - BUREAU OF CONSTRUCTION CONTROL
        - BUREAU OF PLANT & PROJECT INSPECTION
        - BUREAU OF MAINTENANCE
        - BUREAU OF CONSTRUCTION PRACTICE & COMPLIANCE
        - BUREAU OF QUALITY CONTROL
        - BUREAU OF EQUIPMENT
        - REGIONAL OPERATIONS
      - CHIEF ENGINEER TRANSPORTATION OPERATIONS & LOCAL AID
        - BUREAU OF TRAFFIC ENGINEERING
        - ELECTRICAL BUREAU
        - BUREAU OF SAFETY OPERATIONS
        - BUREAU OF LOCAL STATE AID PROGRAMS
        - BUREAU OF LOCAL FEDERAL AID PROGRAMS
        - BUREAU OF COMMON CARRIER OPERATIONS
      - DIRECTOR OF RIGHT OF WAY
        - BUREAU OF APPRAISALS
        - BUREAU OF ACQUISITIONS
        - BUREAU OF PROPERTY & RELOCATION
        - BUREAU OF TITLES
        - BUREAU OF CONTROL & SPECIAL PROJECTS
        - DISTRICT OPERATIONS
    - DIRECTOR OF FISCAL MANAGEMENT
      - BUREAU OF ACCOUNTING
      - BUREAU OF COST ACCOUNTING
      - BUREAU OF AUDITING
      - BUREAU OF BUDGET
      - BUREAU OF CONTRACT ADMINISTRATION
    - DIRECTOR OF EMPLOYEE AND MANAGEMENT SERVICES
      - DIVISION OF DATA PROCESSING
        - BUREAU OF COMPUTER OPERATIONS
        - BUREAU OF COMPUTER SYSTEMS & PROGRAMMING
        - BUREAU OF MANAGEMENT SYSTEMS
      - DIVISION OF INDUSTRIAL ENGINEERING
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